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Executive Summary

<u>Activity</u>

London Luton Airport served just over 9.5 million passengers in 2011, an increase of 9% compared with 2010. The services included 7 new routes resulting in a total of 95 destinations in 2011, in line with 2010.

There were a total of 99,299 aircraft movements during 2011, an increase of 4% compared with 2010. These aircraft movements consisted of 75,278 passenger flights, including commercial flights by executive aircraft, 5% more than in 2010. The most common aircraft types used for passenger aircraft movements during 2011 were the Airbus A319 (26%), Airbus A320/321 aircraft (24%) and the Boeing 737 (16%).

General Aviation and non-commercial executive aircraft movements increased by 1% year on year and the cargo handled at the Airport reduced from 28,785 tonnes in 2010 to 27,942 tonnes during 2011. Most of this cargo was carried by the Airbus A300 freighter, the movements of which were similar to last year, increasing just slightly from 1,020 in 2010 to 1,036 in 2011.

It should be noted, when comparing statistics year on year that severe disruption was experienced at all UK airports during April 2010 when UK airspace was closed for several days due to the Volcanic Ash Cloud, originating in Iceland.

Operational Matters

The mode of operation at the Airport consisted, as usual, of a predominance of westerly operations, with landings from the direction of Stevenage and departures towards the M1 for 72% of the time. The day/night ratio of total aircraft movements during 2011 was 91% day / 9% night, in line with 91% day / 9% night in 2010. No permanent changes to any flight routes occurred during 2011, with the busiest departure routes being Clacton/Dover/Detling, towards the Brookmans Park beacon and Compton, towards the Tring area.

The Airport continued to monitor the use of Continuous Descent Approaches (CDAs) and has provided the London Luton Airport Consultative Committee (LLACC) and its sub-committee with detailed statistics on CDA achievement on a regular basis. The overall achievement rate during 2011 was 87%, compared to 88% in 2010.

Developments

There were no notable physical developments undertaken or commenced by LLAOL within the airport boundary during 2011.

Other developments on or adjacent to the site, but carried out by third parties include:-

- Construction of car valeting and refuelling facility Hangar 22, Percival Way
- Construction of sprinkler tanks, substation and advertisements Hangar 125, Percival Way
- Siting of a pre-fabricated modular security building to allow airside access Monarch, Hangar 9, Percival Way
- Construction of new access ramp and entrance to relocated reception area Monarch Aircraft Engineering, 60 Percival Way



Planning

Annual Monitoring Report 2011



The Joint Committee discussed the emerging Core Strategy on 24th June 2011 and voted to withdraw it. Luton Borough Council Members of the Joint Committee did not support the core strategy document. However, Central Bedfordshire Council wish to separately continue to adopt the Core Strategy, as interim guidance for development management purposes until a local plan can be prepared. Consequently work commenced on a Local Plan for Luton in the form to be determined by the National Planning Policy Framework (NPPF), when that is finally agreed. However, in the interim, under the old system, the Borough Council's adopted Luton Local Plan (March 2006) remains part of the statutory development plan until replaced when the new local plan is prepared.

The Local Plan (March 2006) must be taken together with sub regional and regional policy. Furthermore, the LLA Development Brief (February 2000) sets out detailed proposals for further development at LLA and is adopted by Luton Borough Council as Supplementary Planning Guidance (in September 2001).

Following consultation the NPPF was published in March 2012 and resulted in Local Plans being the all encompassing document, which no longer supported Planning Policy Guidance, as with the current form of local plans. It also supported the aspiration under Localism, which requires local authorities to adopt an approach of a duty to cooperate on cross boundary schemes and policies.

The publication of the Localism Act on 15th November 2011, signals an overhaul of the planning system with more emphasis on a national policy framework and local neighbourhood plans.

<u>Noise</u>

Aircraft noise in 2011 has been monitored continuously at the three fixed noise monitors and the Airport's noise contours regularly updated. The individual noise of each departure has been compared to the daytime and night-time noise violation limits. There were no daytime violations during 2011 and 12 violations at night (a combination of A300 cargo jets and ad hoc, older generation business jets). It should be noted that the new Night Noise Policy (Issue 8), effective 1st April 2010 lowered the night noise violation limit from 85dB(A) to 82dB(A) which is still the lowest of any UK airport. Continuous monitoring indicates that the vast majority of aircraft operated well below the current violation limits, with 99% of daytime departures and 98% of night departures registering maximum noise levels less than 79dB(A) and 91% of departures (day and night) registering maximum noise levels less than 76dB(A).

The Airport has to operate within limits on the area of the day and night contours, set by planning conditions in 1998 when the new terminal was approved.

	Daytime (57dB L _{Aeq,16h})	Night-time (48 dB L _{Aeq,8h})
	in km ²	in km ²
NOT TO BE EXCEEDED	31.5	85.0
NOISE REDUCTION ACTION PLAN TO BE IMPLEMENTED	19.6	60.6
ACTUAL 2011	12.8	30.1

The contours for 2011 have been produced using the aircraft noise modelling software, INM 7.0b, in line with 2010.

The areas within the 57dB(A) daytime contour (12.8 km²) and the 48 dB(A) night-time contour (30.1 km²) identify that the Airport is operating well within its planning limits. The 2011 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.

There has been a small reduction in the daytime contour areas from 2010 to 2011 (-0.3%). This reflects a change in fleet mix to more modern, quieter aircraft types. A reduction in the night time contour areas over the same period (-2%) has occurred, again due to changes in fleet mix.





The population counts for 2011 were calculated using the CACI Ltd, 2011 postcode database, compared to the use of Ordnance Survey Mastermap Address-Point (2007) data and Office of National Statistics Census Data (2001) for 2010 population count analysis . For this reason a direct comparison year on year is not possible.

The update of the population database from 2010 to 2011 results in a similar increase in both dwelling and population counts of between 6% and 11% for all contour bands from 48 to 57 dB LAeq,8hr. These two factors combined mean that despite the 2011 contours being smaller in area terms than in 2010, the dwelling counts reported in Tables 6.4 and 6.5 are similar to those reported in the 2010 AMR and population counts are around 7% to 8% higher.

In response to the Environmental Noise Directive (2002/49/EC) and corresponding regulations a Draft Noise Action Plan was prepared by the Airport during 2009, in partnership with the London Luton Airport Consultative Committee, the Air Traffic Control provider and airline partners. A 16 week consultation period on this document was launched on 28th September 2009 and following consideration of consultation responses a final Draft Noise Action Plan was submitted to the Department for Environment, Food and Rural Affairs (DEFRA), for approval, at the end of January 2010. London Luton Airport published the final Noise Action Plan in January 2012, following formal adoption by the Secretary of State for Environment, Food and Rural Affairs. This document is available to view on the airport website, at the following link: http://www.london-lutoninthecommunity.co.uk/environment/

Complaints

During 2011 a total of 733 complaints relating to London Luton Airport (LLA) aircraft operations were received, compared to 598 in 2010, an increase of 23% year on year.

The number of complainants reporting concerns throughout the year increased from 220 in 2010 to 305 during 2011. These individuals were located in a wide area around the Airport, with the highest number of complainants originating from Harpenden, Luton and Redbourn.

The number of specific aircraft events reported by complainants increased from 1,157 in 2010 to 1,770 in 2011.

It should be noted that in addition to the complaint figures outlined in detail within section 7 of this report, the Airfield Environment Office received in excess of 7,500 e-mails/telephone calls from over 350 households in Flamstead and Redbourn, between 19th August and 31st December 2011. These all reported increased disturbance from westerly departures as a result of the easyJet trial, undertaken between 5th May 2011 and 6th November 2011, to help bring aircraft back onto their prescribed flightpaths, where historically they have been flying outside the existing Noise Preferential Route (NPR) corridor. A small number of residents from both villages continued to report ongoing disturbance from westerly departures following the end of the trial.

A total of 229 complaints (from 117 individuals) reported night noise disturbance from LLA operations during 2011, compared to 236 night noise complaints (from 101 individuals) in 2010, a decrease of 3%. A further 24 complaints received throughout the year reported night disturbance involving overflights of helicopters and aircraft operating to or from other airports.

Throughout 2011 the aircraft operations from which most complaints arose related to A320/A321 passenger jets (15% of total complaints) and A300 freighters (12% of total complaints). There was a further reduction in complaints involving Luton helicopter operations (from 26 to 10 year on year) and a decrease in the number of helicopters operating into or out of the airport (from 706 in 2010 to 642 during 2011).





Employment

The methodology for this year's analysis is the same as for the previous year. Administrative data sources were used to conduct the survey, instead of sending out questionnaires as was the case up to the 2009 survey. The Inter Departmental Business Register was used as the main data source. This Office for National Statistics (ONS) dataset is a comprehensive list of UK businesses that is used by government for statistical purposes.

It provides a sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analyses of business activity.

It has been assessed that around 8,100 people work at or around the Airport site. It is estimated that just over 88% of the jobs are full time positions.

Surface Access

The annual summer road count for 2011 shows an increase in 12hr/5day traffic flows on 7 of the 8 monitored roads, the highest increase in traffic count is +1109 (+24.2%) on Vauxhall Way South. The most significant decrease in traffic count is -126 (-1.8%) on A1081 London Road. The overall marginal traffic flow compared with last year in these observation points is +3774 (+7.6%).

It is likely that the completion of East Luton Corridor engineering operations and increased activities in and around London Luton Airport have resulted in significant redistribution of traffic flow in the area.

Staff car parking capacity has increased to 4,730 during 2011. The total car parking spaces on site now stand at 12,466, with around 4,000 spaces in off-site parks, which remain unchanged since last year.

Conclusion

In 2011 London Luton Airport achieved a 9% increase in passengers, with a 4% increase in total aircraft movements, incorporating a small 1% increase in the number of General Aviation and non commercial executive movements year on year. The Airport served just over 9.5 million passengers and carried just under 28,000 tonnes of cargo (compared to just under 29,000 tonnes during 2010). During the year there were a total of 7 new routes served (nett total of 4 as some routes ended during 2011). The Airport has continued to provide major employment for the area and around 8,100 people are estimated to work at or around the Airport site.

During 2011 there was an increase in the number of complaints reporting disturbance from aircraft operations and in the number of aircraft events eliciting a complaint. There was also a 39% increase in the number of individuals reporting concerns to the airport, primarily during the easyJet trial (5th May 2011 to 6th November 2011) to help contain flightpaths within the existing Noise Preferential Route corridor, where historically aircraft have been flying off-track.

The contours for 2011 have been produced using aircraft noise modelling software, INM 7.0b. It can be seen that there has been a reduction in both the daytime and night time contour areas from 2010 to 2011, reflecting a change in fleet mix to more modern, quieter aircraft types.

The areas within the 57dB(A) daytime contour (12.8 km²) and the 48 dB(A) night-time contour (30.1 km²) identify that the Airport is operating well within its planning limits. The 2011 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.

The population affected has increased to just above 5,200 people during the daytime and to around 12,700 people at night, although it should be noted that the methodology for calculating population counts for 2011 has been updated so a direct comparison year on year is not possible. However, the Airport is still operating well within the limits set by the planning permission for the terminal resolved in February 1998.





1. Background

As a result of the Airport Act 1986, Luton Borough Council (LBC) formed a Limited Company, London Luton Airport Ltd, as freeholders and operators of the Airport in April 1987. In August of 1998, LLA Ltd then granted a 30 year agreement to a private consortium, known as London Luton Airport Operations Ltd (LLAOL), as the licensed managers and operators.

This report is the 33rd Annual Monitoring Report (AMR) and unless otherwise stated, looks at the calendar year 2011. It has been produced jointly by LBC and LLAOL.

In 1978, LBC in accepting the conclusions of the report of the Council's Chief Executive, entitled "Luton Airport, A Plan for the Future", affirmed the importance of monitoring in connection with noise levels, employment and housing and the effect on the highway system and placed on record their willingness to discuss the results of such monitoring with interested bodies and in particular with the London Luton Airport Consultative Committee (LLACC). The arrangements for monitoring were approved in June 1979 and were reaffirmed in the Borough Council's 1985 Policy Document "Towards 5 million Passengers".

The results are also used to monitor the performance of the Borough of Luton Local Plan approved in 1997 - now superseded by the adopted Borough of Luton Local Plan March 2006 - and constitute one of the material considerations when the Borough Council considers development proposals or determines planning applications for further development of the Airport.

Any monitoring system of this nature will have minor inaccuracies that can only be resolved as the monitoring arrangements evolve. Where more accurate figures for previous years have become available, these have been incorporated in the Report. Where additional information for previous years has become available this has also been included in the Report. Where data is no longer available then this is also identified with reasons.

The Leq contours are produced by Bureau Veritas Acoustics & Vibration for LLAOL using the FAA INM (Integrated Noise Model) model and LLAOL provides the contour outputs to LBC.

This is the 25th Annual Monitoring Report to be prepared since LLA became a Limited Company. All operational statistics are saved directly from the Airport's electronic monitoring systems unless otherwise stated. Employment and surface access data is compiled from LBC's monitoring systems.

The INM model for calculating the Leq noise contours was proposed by LLAOL after reporting the benefits of this model to the Noise & Track Sub-Committee of the LLACC on 15th November 1999. Subsequently the LLACC agreed the proposed move to the INM method on 13th December 1999.

Following extensive work between LBC and LLAOL the 2004 AMR radically improved the speed of information delivery, the format and content in accordance with the wishes of LLACC. Sections 2-7 have been produced exclusively by LLAOL. Sections 8-10 have been produced by LBC with data input on employment counts and car parking supplied by LLAOL.

Following validation the statistics contained within this report may differ to those presented in the Quarterly Airfield Environment Report.





Sections 2-7

Sections 8-10

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2. Aircraft Movements

2.1. Total Aircraft Movements

An aircraft movement is the take-off or landing of any aircraft from the Airport. There were a total of 99,299 aircraft movements during 2011 (compared with 95,628 in 2010), an increase of 4%. This resulted in an average 272 movements per 24 hours (in comparison with 262 in 2010).

	Commercial					Non - Commercial						
	Cargo	Passenger*	Positi	oning	Total	Military	Official	Other	General Aviation	Test & Training	Total	Total
			Other	STN								
Jan	134	5,396	317	9	5,856	0	10	44	1,206	35	1,295	7,151
Feb	135	5,011	382	18	5,546	3	10	37	1,266	19	1,335	6,881
Mar	147	5,741	358	11	6,257	0	5	52	1,342	24	1,423	7,680
Apr	153	6,218	356	16	6,743	0	12	43	1,135	13	1,203	7,946
May	152	6,934	462	28	7,576	0	6	36	1,643	14	1,699	9,275
Jun	157	7,104	509	25	7,795	0	8	32	1,777	35	1,852	9,647
Jul	152	7,479	477	25	8,133	1	20	35	1,474	59	1,589	9,722
Aug	134	7,392	345	22	7,893	0	2	34	1,013	11	1,060	8,953
Sep	139	7,079	434	20	7,672	0	15	34	1,522	3	1,574	9,246
Oct	134	6,753	392	12	7,291	0	19	45	1,578	25	1,667	8,958
Nov	137	4,895	374	17	5,423	2	18	34	1,325	16	1,395	6,818
Dec	148	5,276	333	17	5,774	0	9	31	1,199	9	1,248	7,022
2011	4 700	75.070	4 700	220	04 050	<u> </u>	404	457	40.400	202	47.240	00 000
Total	1,722	15,218	4,739	220	01,959	0	134	457	10,480	203	17,340	99,299
2010 Total	1,609	71,983	4,929	190	78,711	0	75	373	16,298	171	16,917	95,628

* includes commercial flights by executive aircraft







2.2. Movement Classifications

Commercial	Operating for hire or reward
Non-Commercial	Not operating for hire or reward
Cargo	Aircraft movements which are solely for freight. It should be noted that freight can also be carried on aircraft in other categories.
General Aviation	Private Aircraft, Helicopters and Business Jets not operating for hire or reward
Passenger	Commercial passenger flights, including executive aircraft
Other Positioning	Positioning flights to/from other Airports
STN Positioning	Positioning flights to/from London-Stansted Airport
Military	Flights on Military business
Official	Flights solely for official purposes by British or foreign civil government departments.
Other	Other non-commercial movements e.g. a departing aircraft that has made an unscheduled return to base.
Test & Training	Training Flights involving aircraft and also flights following or during aircraft maintenance

2.3. Aircraft Movements by Weight

Historically, aircraft operating at LLA have been classified in two groups, below or above 16 tonnes. Those below this weight were typically general aviation and executive aircraft although in recent years many general and executive aircraft can weigh in excess of 16 tonnes.

		2010	2011
	Passenger	67,811	71,132
Aircraft Over 16 Tonnes	Cargo	1,608	1,719
	Other	13,959	15,221
	Passenger	4,172	4,143
Aircraft Under 16 Tonnes	Cargo	1	3
	Other	8,077	7,081
TOTAL		95,628	99,299

Aircraft Classifications (16 tonnes)





2.4. Air Traffic Movements by Propulsion Type

Key – Jet, Helicopter, Propeller, Turbo-prop

AIRBUS A300-600 FREIGHTER	158	CANADAIR CHALLENGER 800 SRS	112
		(CRJ1/2)	
AIRBUS A300-600 PASSENGER	56	CANADAIR GLOBAL 5000	505
AIRBUS A300-B4/C4/F4 FREIGHTER	878	CANADAIR GLOBAL EXPRESS	1,613
AIRBUS A310-300	16	CANADAIR REGIONAL JET 100	6
AIRBUS A310-300 FREIGHTER	4	CANADAIR REGIONAL JET 200 /440	28
AIRBUS A318	48	CESSNA 500/501 CITATION I	8
AIRBUS A319	26,062	CESSNA 510 CITATION MUSTANG	565
AIRBUS A319 CJ (EXEC)	88	CESSNA 525 CITATIONJET	884
AIRBUS A320	21,496	CESSNA 525A CITATIONJET 2	572
AIRBUS A321	2,208	CESSNA 525B CITATIONJET 3	122
AIRBUS A330-200	4	CESSNA 525C CITATIONJET 4	2
AVRO RJ70	6	CESSNA 550/551/552 CITATION	749
AVRO RJ85	10	CESSNA 560 CITATION 5/ULTRA	28
BAE 146-200 PASSENGER	66	CESSNA 560E CITATION ENCORE	10
BEECHCRAFT 400/450/XP	331	CESSNA 560XL CITATION EXCEL/XLS	2,282
BOEING 727-100 PASSENGER	10	CESSNA 650 CITATION III/VI/VII	36
BOEING 727-100 WINGLETS	2	CESSNA 680 CITATION SOVEREIGN	297
BOEING 737-200 PASSENGER	42	CESSNA 750 CITATION X	414
BOEING 737-300 FREIGHTER	88	DASSAULT FALCON (2 ENGINE) FAMILY	2
BOEING 737-300 PASSENGER	192	DASSAULT FALCON 10/100	20
BOEING 737-300 WINGLETS	6	DASSAULT FALCON 20/200	18
BOEING 737-400 FREIGHTER	86	DASSAULT FALCON 2000	867
BOEING 737-400 PASSENGER	640	DASSAULT FALCON 2000 DX/EX	308
BOEING 737-500	2	DASSAULT FALCON 2000 LX	300
BOEING 737-700	4,582	DASSAULT FALCON 50	52
BOEING 737-700 WINGLETS	94	DASSAULT FALCON 50EX	99
BOEING 737-800	1,052	DASSAULT FALCON 7X	513
BOEING 737-800 WINGLETS	9,791	DASSAULT FALCON 900	1,109
BOEING 757-200 FREIGHTER	85	DASSAULT FALCON 900EX	22
BOEING 757-200 PASSENGER	657	ECLIPSE 500	17
BOEING 757-200 WINGLETS	573	EMBRAER 190	58
BOEING 767-200 PASSENGER	80	EMBRAER 195	8
BOEING 767-200ER	56	EMBRAER LEGACY 600	992
BOEING 767-300 PASSENGER	2	EMBRAER PHENOM 100	84
BOEING 767-300 WINGLETS	98	EMBRAER PHENOM 300	46
BOEING 767-300ER	224	EMBRAER RJ135	116
BOEING 777-200	26	EMBRAER RJ145	16
BOEING 777-200ER	6	FAIRCHILD DORNIER 328 JET	48
BOEING BBJ2 (737-800)	14	FOKKER 100	12
CANADAIR CHALLENGER 300	915	GATES LEARJET 35/36	124
CANADAIR CHALLENGER 600	2	GATES LEARJET 40	58
CANADAIR CHALLENGER 600 SRS FAMILY	8	GATES LEARJET 45	430
CANADAIR CHALLENGER 601	199	GATES LEARJET 55	6





CANADAIR CHALLENGER 604	1,772	GATES LEARJET 60	398
CANADAIR CHALLENGER 605	379	GULFSTREAM 100 / IAI 1125 ASTRA	8
GULFSTREAM 150	127	AEROSPATIALE/ALENIA ATR42-200/300	364
GULFSTREAM 2	24	AEROSPATIALE/ALENIA ATR42-500	6
GULFSTREAM 200 / IAI 1126 GALAXY	392	AEROSPATIALE/ALENIA ATR72	658
GULFSTREAM 3	84	AEROSPATIALE ATR72 FREIGHTER	6
GULFSTREAM 300	74	ANTONOV AN-12/ AVIC Y-8	2
GULFSTREAM 350	8	ANTONOV AN-26	4
GULFSTREAM 4	1,453	BAE ATP	202
GULFSTREAM 400	38	BAE ATP FREIGHTER	382
GULFSTREAM 450	883	BAE JETSTREAM 41	8
GULFSTREAM 5	651	BEECHCRAFT 1900D	6
GULFSTREAM 550	2,112	BEECHCRAFT 200 KING AIR	284
HAWKER/RAYTHEON 4000 HORIZON	61	BEECHCRAFT 300/350 KING AIR	54
HS125-1000	39	BEECHCRAFT C90A/B/GT KING AIR	8
HS125-600	2	BEECHCRAFT E90 KING AIR	4
HS125-700/750	299	BEECHCRAFT TWIN TURBOPROP	10
HS125-800/850XP	1,186	CASA/IPTN CN-235	2
HS125-900/900XP	353	CESSNA 208 CARAVAN 1	2
LOCKHEED JETSTAR	2	CESSNA 441 CONQUEST 2	18
MCD DOUGLAS MD-82	4	CESSNA F406 CARAVAN 2	4
MCD DOUGLAS MD-83	40	DE HAVILLAND DHC-6 TWIN OTTER	2
MCD DOUGLAS MD-87	18	DE HAVILLAND DHC-8 DASH 8-300	4
RAYTHEON 390 PREMIER 1	311	DE HAVILLAND DHC-8 DASH 8-400	990
ROCKWELL SABRE/SABRELINER	4	FAIRCHILD DORNIER 228	2
SINO SWEARINGEN SJ30	2	FAIRCHILD DORNIER 328	32
Total	95,245	FOKKER 50/60	2
AEROSPATIALE AS350/355 FAMILY	136	GULFSTREAM JETPROP COMMANDER	6
AGUSTA A109	130	LOCKHEED L-100/182/382 HERCULES	4
BELL HELICOPTER FAMILY	4	MITSUBISHI MU-2	2
EUROCOPTER EC130	14	PIAGGIO P180	42
EUROCOPTER EC135/635	38	PILATUS PC-12	62
EUROCOPTER EC155	126	PIPER LIGHT A/C (TWIN TURBO)	2
MBB BO105/BOLKOW	2	PIPER PA31T TURBO	12
MD HELICOPTERS MD900 EXPLORER	2	PIPER PA42 CHEYENNE 3/4	26
SIKORSKY S-76	186	PIPER PA46 (TURBO)	2
SIKORSKY S-92	4	SAAB 2000	30
Total	642	SAAB 340 FREIGHTER	2
BEECHCRAFT 55/58 BARON	2	SAAB 340A	6
BEECHCRAFT 76 DUCHESS	2	SOCATA TBM 700/850	14
CESSNA 182	2	SW SA-2261C METRO II	2
CESSNA 205/206/207	2	SW SA-227AC/BC METRO III	14
CESSNA 303 CRUSADER	14	SW SA-227CC/DC METRO 23	10
CESSNA 404 IIIAN	2	lotal	3,292
CESSNA 421	2		
	2		
	4		<u> </u>
	18		<u> </u>
PILATUS/BIN BIN-ZA/BISLANDER (TURBU)	6		
	bc 🗸		
TITER PASA SEINEUA II/III	4	Crand Total	00.000
TOTAL	120	Grand Total	99,299





2.5. Passenger Statistics

Charter flights are flights in which the aircraft has been chartered (or leased) by a company, typically a tour operator or an executive customer. Charter seats are typically not sold directly by the airline. Scheduled flights are regular flights organised by the company which owns the aircraft.

A total of 9,526,694 passengers were handled at LLA during 2011: 9,037,173 on scheduled flights (94%) and 489,521 on charter flights (6%). This represents an overall increase in passengers of 9% compared with 2010.

		2010				
	Charter	Scheduled	Totals	Charter	Scheduled	Totals
Jan	13,616	516,236	529,852	10,764	568,897	579,661
Feb	12,927	542,916	555,843	13,997	561,331	575,328
Mar	23,878	640,425	664,303	13,096	659,323	672,419
Apr	19,668	570,914	590,582	25,756	776,397	802,153
May	53,427	731,028	784,455	56,665	805,791	862,456
Jun	64,718	772,675	837,393	66,597	852,698	919,295
Jul	70,842	865,960	936,802	72,180	949,241	1,021,421
Aug	76,799	903,158	979,957	74,725	973,362	1,048,087
Sep	69,767	800,387	870,154	70,133	868,205	938,338
Oct	53,084	769,651	822,735	56,212	810,312	866,524
Nov	16,112	582,565	598,677	16,839	582,847	599,686
Dec	13,747	567,131	580,878	12,557	628,769	641,326
Totals	488,585	8,263,046	8,751,631	489,521	9,037,173	9,526,694



2.6. Average passenger load on public transport flights

Average Passengers on Scheduled and						
	Charter	[.] Flights				
Year	Charter*	Scheduled	Total			
2007	177	123	126			
2008	2008 167 123					
2009	169	125	127			
2010	181	132	134			
2011	181	137	139			

*including chartered executive aircraft





2.7. Passenger Breakdown by Region

		20)10		2011			
	Domestic	EU	Non-EU	Total	Domestic	EU	Non-EU	Total
Jan	65,762	325,582	138,508	529,852	70,231	342,424	167,006	579,661
Feb	74,307	341,119	140,417	555,843	77,582	341,355	156,391	575,328
Mar	85,054	406,824	172,425	664,303	88,312	404,740	179,367	672,419
Apr	61,881	385,468	143,233	590,582	90,048	511,868	200,237	802,153
May	73,918	531,571	178,966	784,455	88,249	582,231	191,976	862,456
Jun	85,342	561,373	190,678	837,393	94,106	615,938	209,251	919,295
Jul	87,454	619,591	229,757	936,802	94,744	676,661	250,016	1,021,421
Aug	86,811	651,837	241,309	979,957	94,034	700,617	253,436	1,048,087
Sep	81,349	581,459	207,346	870,154	92,212	624,383	221,743	938,338
Oct	86,501	533,593	202,641	822,735	95,210	565,098	206,216	866,524
Nov	83,843	364,897	149,937	598,677	86,043	378,013	135,630	599,686
Dec	69,693	351,355	159,830	580,878	81,743	395,763	163,820	641,326
Totals	941,915	5,654,669	2,155,047	8,751,631	1,052,514	6,139,091	2,335,089	9,526,694

2.8. Movements by ten largest operators

Operator	Movements	%
EASYJET	32,812	45%
WIZZ AIR	15,691	21%
RYANAIR	9,131	13%
MONARCH AIRLINES	4,858	7%
THOMSON AIRWAYS	2,302	3%
AER ARANN	1,010	1%
FLYBE	989	1%
BLUE AIR TRANSPORT AERIAN	862	1%
EUROPEAN AIR TRANSPORT	824	1%
ATLANTIC AIRLINES	510	1%
Others	4,001	5%
Total	72,990	100%

N.B This table includes movements for both passenger & cargo aircraft but excludes positioning flights and air-taxis.









2.9. Movements and ave	erage seats by aircraft type	Movements	Average Seats
EASYJET	AIRBUS A319	25,546	156
	AIRBUS A320	2,863	180
	BOEING 737-700	4,403	149
	Total	32,812	158
WIZZ AIR	AIRBUS A320	15,683	180
	BOEING 737-300 FREIGHTER	2	44
	BOEING 737-800	4	186
	BOEING 737-800 WINGLETS	2	186
	Total	15.691	180
RYANAIR	BOEING 737-800 WINGLETS	9,131	189
	Total	9.131	189
MONARCH AIRLINES	AIRBUS A300-600 PASSENGER	52	361
	AIRBUS A320	2 703	174
	AIRBUS A321	2,700	215
	BOEING 757-200 PASSENGER	2,004	205
	Total	4 858	108
THOMSON AIRWAYS	AIRBUS A320	 ,000	130
			218
	BOEING 737-800	5/6	180
	BOEING 737-800 WINGLETS	900	103
	BOEING 757 200 DASSENCED	415	109
	BOEING 757-200 PASSENGER	413	204
	BOEING 757-200 WINGLETS	440	200
	CESSNA FROE CITATION ENCODE	<u></u>	293
		1 2 2 2 2	200
		2,302	200
	AEROSPATIALE/ALENIA ATR42-200/300	300	40
		004	/ I
		1,010	04
FLIBE	DE HAVILLAND DHC-8 DASH 8-400	985	/8
	EMBRAER 195	4	110
		989	/8
		2	180
	BOEING 737-300 PASSENGER	124	140
	BOEING 737-400 PASSENGER	631	164
	BOEING 737-500	2	126
	BOEING 737-800 WINGLETS	22	164
	BOEING 757-200 PASSENGER	38	229
	BOEING 757-200 WINGLETS	8	217
	MCD DOUGLAS MD-83	35	167
	Total	862	166
EURO AIR TRANSPORT	AIRBUS A300-600 FREIGHTER	6	N/A
	AIRBUS A300-B4/C4/F4 FREIGHTER	680	N/A
	BOEING 737-300 FREIGHTER	56	N/A
	BOEING 737-800 WINGLETS	2	N/A
	BOEING 757-200 FREIGHTER	80	N/A
	Total	824	N/A
ATLANTIC AIRLINES	BAE ATP	186	N/A
	BAE ATP FREIGHTER	324	N/A
	Total	510	N/A
Others	Total	4,001	134
Total		72,990	172





2.10. Total Cargo Movements & Tonnage

	20)10	2011		
	Tonnes	Movements	Tonnes Movemer		
Jan	2,003	122	2,225	146	
Feb	2,500	149	2,371	142	
Mar	2,980	162	2,566	156	
Apr	2,087	131	2,605	158	
May	2,328	147	2,633	156	
Jun	2,440	147	2,419	157	
Jul	2,638	169	2,308	152	
Aug	2,142	145	1,965	134	
Sep	2,401	140	2,167	147	
Oct	2,586	145	2,086	137	
Nov	2,438	143	2,276	139	
Dec	2,243	158	2,319	154	
Total	28,785	1,758	27,942	1,778	

N.B The cargo movement count is the total number of movements that carried cargo as opposed to flights that are primarily operated for the carriage of cargo. This is because a proportion of cargo tonnage is carried on passenger aircraft. Consequently the movement figures in Table 2.10 will differ from Table 2.1 which shows dedicated cargo movements.







3. Routes

Destination	Code	Country	Charter Operator	Scheduled Operator	
Aberdeen	ABZ	UK		easyJet	
Alicante	ALC	Spain		easyJet/Monarch	
Amsterdam	AMS	Netherlands		easyJet	
Antalya	AYT	Turkey	Thomson		
Arrecife	ACE	Spain (Canaries)	Thomson/Monarch	Monarch / Ryanair	
Bacau	BCM	Romania		Blue Air	
Barcelona	BCN	Spain		easyJet	
Belfast City	BHD	UK		easyJet	
Belgrade	BEG	Serbia		Wizz Air	
Berlin	SXF	Germany		easyJet	
Beziers	BZR	France		Ryanair	
Bodrum	BJV	Turkey	First Choice/Thomson	Monarch	
Bordeaux	BOD	France		easyJet	
Bourgas	BOJ	Bulgaria	Thomson	Wizz Air	
Bratislava	BTS	Slovakia		Ryanair	
Brno	BRQ	Czech Rep		Wizz Air	
Bucharest	BBU	Romania		Wizz Air / Blue Air	
Budapest	BUD	Hungary		Wizz Air/easyJet	
Cluj-Napoca	CLJ	Romania		Wizz Air	
Corfu	CFU	Greece	Thomson	Monarch / easyJet	
Dalaman	DLM	Turkey	First Choice/Thomson	Monarch	
Dortmund	DTM	Germany		easyJet	
Dublin	DUB	Ireland		Ryanair	
Dubrovnik	DBV	Croatia		Wizz Air	
Edinburgh	EDI	UK		easyJet	
Faro	FAO	Portugal	First Choice/Thomson	easyJet/Monarch	
Fuerteventura	FUE	Spain (Canaries)	First Choice/Thomson	Monarch/Ryanair	
Funchal	FNC	Portugal (Madeira)	Thomson		
Gdansk	GDN	Poland		Wizz Air	
Geneva	GVA	Switzerland		easyJet	
Gerona	GRO	Spain		Ryanair	
Gibraltar	GIB	Spain		Monarch	
Glasgow	GLA	UK		easyJet	
Grenoble	GNB	France		easyJet	
Hamburg	HAM	Germany		easyJet	
Heraklion	HER	Greece	Thomson	easyJet	
Ibiza	IBZ	Spain (Balearics)	Thomson/First Choice	easyJet/Monarch	
Inverness	INV	UK		easyJet	
Isle of Man	IOM	UK		Flybe	
Istanbul	SAW	Turkey		easyJet	
Jersey	JER	UK		Flybe	
Katowice	KTW	Poland		Wizz Air	
Kaunas	KUN	Lithuania		Ryanair	
Kefalonia	KEF	Greece	Thomson		
Kerry	KIR	Ireland		Ryanair	
Kiev	IEV	Ukraine		Wizz Air	
Knock	NON	Ireland		Ryanair	
Larnaca	LCA	Cyprus	First Choice/Thomson	Monarch	
Las Palmas	LPA	Spain (Canaries)	First Choice/Thomson/Monarch	Monarch / Ryanair	





Destination	Code	Country	Charter Operator	Scheduled Operator	
Lisbon	LIS	Portugal		easyJet	
Lodz	LCJ	Poland		Wizz Air	
Madrid	MAD	Spain		easyJet	
Mahon	MAH	Spain (Balearics)	First Choice/Thomson/Monarch	easyJet/Monarch	
Malaga	AGP	Spain	Thomson	easyJet/Monarch	
Malta	MLA	Malta	Thomson	Ryanair	
Marrakech	RAK	Morocco		Ryanair	
Milan	MXP	Italy		easyJet	
Monastir	MIR	Tunisia	First Choice/Thomson	,	
Montpellier	MPL	France		easyJet	
Murcia	MJV	Spain		Ryanair	
Nice	NCE	France		easyJet	
Nimes	FNI	France		Ryanair	
Ovda	OVD	Israel	Israir		
Palma	PMI	Spain (Balearics)	First Choice/Thomson/Monarch	easyJet/Monarch	
Paphos	PFO	Cyprus	First Choice/Thomson	easyJet	
Paris	CDG	France		easyJet	
Pisa	PSA	Italy		easyJet	
Poznan	POZ	Poland		Wizz Air	
Prague	PRG	Czech Rep		Wizz Air	
Revkjavik	RKV	Iceland		easyJet	
Reus	REU	Spain	Thomson	Rvanair	
Rhodes	RHO	Greece	Thomson	,	
Riga	RIX	Latvia		Wizz Air	
Rome	FCO	Italy		Monarch	
Rovaniemi	RVN	Finland	Thomson		
Rzeszów	RZZ	Poland		Ryanair	
Salzburg	SZG	Austria	Thomson	easyJet	
Sharm El Sheikh	SSH	Egypt	Thomson	easyJet	
Sofia	SOF	Bulgaria		Wizz Air	
Skopje	SKP	Macedonia		Wizz Air	
Split	SPU	Croatia		Wizz Air	
Tallinn	TLL	Estonia		Ryanair	
Tel Aviv	TLV	Israel		El Al / easyJet	
Tenerife	TFS	Spain (Canaries)	First Choice/Thomson/Monarch	Monarch / Ryanair	
Thessalonika	SKG	Greece	Thomson		
Timisoara	TSR	Romania		Wizz Air	
Tirgu Mures	TGM	Romania		Wizz Air	
Trapani	TPS	Italy (Sicily)		Ryanair	
Varna	VAR	Bulgaria		Wizz Air	
Vilnius	VNO	Lithuania		Wizz Air	
Warsaw	WAW	Poland		Wizz Air	
Waterford	WAT	Ireland		Aer Arann	
Wroclaw	WRO	Poland		Wizz Air	
Zakynthos	ZTH	Greece	Thomson/Monarch		
Zurich	ZRH	Switzerland		easvJet	

(Destinations available as at 31st December 2011)

New route for 2011

For more information visit:- www.london-luton.com





3.1. New Routes

2011			
Destination	Country	Launch	Airline
Salzburg	Austria	17-Dec-11	easyJet
Lodz	Poland	13-Sep-11	Wizz Air
	Macedoni		
Skopje	а	20-Jun-11	Wizz Air
Corfu	Greece	23-May- 11	Monarch Scheduled
Vilnius	Lithuania	17-Apr-11	Wizz Air
Tirgu Mures	Romania	29-Mar-11	Wizz Air
Tallinn	Estonia	10-Jan-11	Ryanair

2011							
	NEW						
AIRLINE	ROUTES						
Wizz Air	4						
easyJet	1						
Monarch							
Scheduled	1						
Ryanair	1						
TOTAL	7						
NETT 2011	4						

ALL ROUTES ENDING	; 2011				
Destination Country		Ended	Airline	AIRLINE	ROUTES ENDED
Brest	France	01-Feb-11	Ryanair	Wizz Air	1
Zagreb	Croatia	01-Feb-11	Wizz Air	Ryanair	1
Galway	Ireland	30-Oct-11	Aer Arann	Aer Arann	1
				TOTAL	3





4. Runway Usage

The runway usage split (dictated primarily by wind direction) during 2011 was 28% easterly and 72% westerly (compared to 36% / 64% in 2010). A monthly breakdown is shown below, highlighting an exceptionally high level of westerly operations during December 2011. A breakdown of runway usage over the last five years is also shown, giving a historical split of 30% easterly and 70% westerly.

Year	Easterly	Westerly
2011	28%	72%
2010	36%	64%
2009	28%	72%
2008	29%	71%
2007	29%	71%
Average	30%	70%

Month	Easterly	Westerly
Jan	32%	68%
Feb	30%	70%
Mar	57%	43%
Apr	52%	48%
May	18%	82%
Jun	18%	82%
Jul	33%	67%
Aug	16%	84%
Sep	15%	85%
Oct	20%	80%
Nov	55%	45%
Dec	1%	99%
2011	28%	72%



4.1. Runway split of aircraft movements during 92-day summer period

In the UK it is standard practice to average noise levels over a 16 hour daytime period (07:00–23:00, local time) and a 92-day summer season (16^{th} June – 15^{th} September). As part of the Night Noise Policy, LLA also produces an 8 hour night-time contour on a quarterly basis.

	Day (0700-	2300 local)	Night (2300-0700 local)		
Year	Westerly Easterly		Westerly	Easterly	
2011	80%	80% 20%		19%	
2010	78%	22%	76%	24%	
2009	81%	19%	80%	20%	
2008	86%	14%	85%	15%	
2007	84%	84% 16%		15%	
Average	82%	18%	81%	19%	





4.2. Day / Night Ratio of Movements

There were 8,539 night movements during 2011 (compared to 8,691 for 2010, a decrease of 2%), an average 23 movements per night (compared to 24 last year). Arriving aircraft accounted for 72% of total night movements, relating primarily to the last rotation of Luton based passenger aircraft landing back at the airport for the night, between 23:00 hrs and midnight. The average ratio of total aircraft movements during 2011 was 91% day / 9% night (in line with 91% day / 9% night in 2010).

The number of night movements quoted here within Section 4.2 will differ from those within Section 6 as the 8 hour Leq contour calculation period extends between 23:00 - 07:00, 7 days a week. The figures quoted here cover the night period, as defined in the Night Noise Policy for noise violation purposes, 23:00 until 06:00, Mon-Sat and until 07:00 on Sundays.

	Arriv	/als	Depar	tures	Totals			
	Day	Night	Day	Night	Day	Night	Total	
Jan	3,286	307	3,400	158	6,686	465	7,151	
Feb	3,167	263	3,311	140	6,478	403	6,881	
Mar	3,520	331	3,675	154	7,195	485	7,680	
Apr	3,447	508	3,810	181	7,257	689	7,946	
May	3,951	690	4,382	252	8,333	942	9,275	
Jun	4,076	764	4,540	267	8,616	1,031	9,647	
Jul	4,067	780	4,619	256	8,686	1,036	9,722	
Aug	3,747	733	4,240	233	7,987	966	8,953	
Sep	3,905	710	4,411	220	8,316	930	9,246	
Oct	3,883	614	4,232	229	8,115	843	8,958	
Nov	3,188	210	3,286	134	6,474	344	6,818	
Dec	3,245	249	3,372	156	6,617	405	7,022	
Total	43,482	6,159	47,278	2,380	90,760	8,539	99,299	







4.3. Annual Average Hourly Movements



4.4. Average Hourly Movements 7th Busiest Day of 2011 (8th July)



Generally the busiest times of the day for annual average hourly movements are 06:00-09:00, 13:00-16:00 and 18:00-21:00 hrs. However, on the 8th of July 2011 the peaks were 06:00-08:00, 10:00-12:00 and 16:00-19:00 hrs.

The busiest time for departing aircraft is 06:00-09:00 annually and 06:00-08:00 hrs on the 8th July 2011. The busiest time for arrivals is 13:00-14:00 annually and 18:00-19:00 on the 8th July 2011. The above graphs indicate a low level of average movements during the hours of 00:00–06:00, both annually and on the 7th busiest day of the year.





4.5. Departure Route Analysis

The following table reports the total number of departures on each flight route, differentiating between easterly (08) and westerly (26) operations. Night movements quoted below departed between 23:00 - 06:00, Mon-Sat and until 07:00 on Sunday.

		Clac	ton*	Com	pton	Olı	ney	Oth	er**	** Holi	
		08	26	08	26	08	26	08	26	TIEIT	TOLAI
	Day	442	984	399	909	184	414	17	32	19	3,400
Jan	Night	24	60	13	41	5	9	0	6	0	158
	Total	466	1,044	412	950	189	423	17	38	19	3,558
	Day	407	987	383	872	162	419	13	44	24	3,311
Feb	Night	22	48	14	36	3	14	2	1	0	140
	Total	429	1,035	397	908	165	433	15	45	24	3,451
	Day	894	649	816	640	331	276	31	18	20	3,675
Mar	Night	40	27	44	26	10	5	1	1	0	154
	Total	934	676	860	666	341	281	32	19	20	3,829
	Day	800	759	826	752	317	285	16	17	38	3,810
Apr	Night	49	46	32	38	8	6	0	1	1	181
	Total	849	805	858	790	325	291	16	18	39	3,991
	Day	333	1,429	333	1,607	112	465	13	48	42	4,382
Мау	Night	24	97	18	101	3	5	1	3	0	252
	Total	357	1,526	351	1,708	115	470	14	51	42	4,634
	Day	347	1,506	360	1,600	105	519	16	48	39	4,540
Jun	Night	23	109	21	93	2	13	2	3	1	267
	Total	370	1,615	381	1,693	107	532	18	51	40	4,807
	Day	594	1,261	652	1,427	196	391	19	53	26	4,619
Jul	Night	53	73	29	92	3	2	1	3	0	256
	Total	647	1,334	681	1,519	199	393	20	56	26	4,875
	Day	321	1,364	303	1,622	94	469	10	43	14	4,240
Aug	Night	20	91	5	101	0	11	1	3	1	233
	Total	341	1,455	308	1,723	94	480	11	46	15	4,473
	Day	265	1,541	293	1,656	90	485	13	42	27	4,412
Sep	Night	19	81	7	93	2	17	0	1	0	220
	Total	284	1,622	300	1,749	92	502	13	43	27	4,632
	Day	346	1,481	375	1,374	124	452	8	42	29	4,231
Oct	Night	22	77	15	82	6	24	0	2	1	229
	Total	368	1,558	390	1,456	130	476	8	44	30	4,460
	Day	842	722	555	468	338	274	41	22	24	3,286
Nov	Night	27	19	32	39	9	6	1	0	1	134
	Total	869	741	587	507	347	280	42	22	25	3,420
	Day	6	1,551	3	1,155	1	603	0	35	18	3,372
Dec	Night	4	82	3	49	0	15	0	3	0	156
	Total	10	1,633	6	1,204	1	618	0	38	18	3,528
Day T	otal	5,597	14,234	5,298	14,082	2,054	5,052	197	444	320	47,278
Night	Total	327	810	233	791	51	127	9	27	5	2,380
Granc	l Total	5,924	15,044	5,531	14,873	2,105	5,179	206	471	325	49,658

* Clacton/Dover/Detling departures have been merged as the immediate flight routes follow the same path.

** This category relates to those aircraft that are not required to follow Noise Preferential Routes, such as Test/Training flights.





4.6. Arrivals Route Analysis

The following table reports the total number of arrivals, differentiating between easterly (08) and westerly (26) operations. Night movements quoted below arrived between 23:00 - 06:00, Mon-Sat and until 07:00 on Sunday. This report also includes percentage figures for flights that have achieved a Continuous Descent Approach (CDA), helping reduce both noise and fuel consumption, which requires a section of level flight no greater than 2.5Nm following the descent from 5000ft altitude.

		08	26	Heli	Total	08 (%)	26 (%)	Total (%)
	Day	1,088	2,179	19	3,286	92	87	89
Jan	Night	. 89	218	0	307	65	75	72
	Total	1,177	2,397	19	3,593	90	86	87
	Day	953	2,190	24	3,167	93	87	88
Feb	Night	68	195	0	263	72	81	79
	Total	1,021	2,385	24	3,430	92	86	88
Mar	Day	2,030	1,471	19	3,520	94	88	91
	Night	174	157	0	331	69	77	74
	Total	2,204	1,628	19	3,851	92	87	90
Apr	Day	1,802	1,608	37	3,447	94	87	91
	Night	235	272	1	508	85	82	84
	Total	2,037	1,880	38	3,955	93	86	90
Мау	Day	714	3,195	42	3,951	92	86	87
	Night	108	582	0	690	84	83	83
	Total	822	3,777	42	4,641	91	85	86
	Day	755	3,282	39	4,076	93	86	87
Jun	Night	130	633	1	764	88	85	86
	Total	885	3,915	40	4,840	92	86	87
Jul	Day	1,315	2,725	27	4,067	92	90	91
	Night	284	496	0	780	86	89	88
	Total	1,599	3,221	27	4,847	91	90	90
Aug	Day	622	3,111	14	3,747	94	90	91
	Night	86	646	1	733	80	88	87
	Total	708	3,757	15	4,480	92	90	90
Sep	Day	565	3,313	27	3,905	94	88	88
	Night	96	614	0	710	85	85	85
	Total	661	3,927	27	4,615	93	87	88
Oct	Day	761	3,091	31	3,883	91	84	85
	Night	126	488	0	614	86	85	85
	Total	887	3,579	31	4,497	90	84	85
Nov	Day	1,763	1,403	22	3,188	88	79	83
	Night	111	98	1	210	80	62	71
	Total	1,874	1,501	23	3,398	87	77	82
Dec	Day	23	3,204	18	3,245	67	78	78
	Night	14	235	0	249	29	74	72
	Total	37	3,439	18	3,494	51	78	78
Day Total		12,391	30,772	319	43,482	92%	86%	87%
Night Total		1,521	4,634	4	6,159	82%	84%	83%
Grand Total		13,912	35,406	323	49,641	91%	85%	87%





4.7. Flight routes and sample flight tracks

Figures 4.8 and 4.9 show indicative flight routes for easterly and westerly operations. Flight routes shown are typical 3km swathes for departing aircraft on Noise Preferential Routings (NPRs) and arrivals which are established on final approach. Departure routes are valid up to an altitude of 3000ft during the daytime and 4000ft at night, after which time Air Traffic Control at the London Terminal Control Centre (LTCC) can give the aircraft a more direct heading.

Figures 4.10 and 4.11 display actual radar flight data taken over a 24 hour period during summer 2011 for both westerly and easterly operations. Arriving traffic is shown in red with departures in green.

Figures 4.12 and 4.13 show the same 24 hour periods as above, displaying the aircraft radar data in altitude bands up to 10,000ft above mean sea level. These radar tracks show a single mode of operation only i.e. easterly or westerly operations and include both arriving and departing aircraft.

Figures 4.14, 4.15 and 4.16 display aircraft track density plots for the summer period 16th June – 15th September 2011. A track density plot is a map which displays the pattern of aircraft flight tracks passing over the region around the Airport during a specified period. The system analyses the number of flights passing over each grid element of an array defined by the user.

The track density plot takes into account all London Luton aircraft and provides a useful indication of the general patterns for flight operations.

Figures 4.14 and 4.15 show arrivals or departures only, with 4.16 showing all LLA movements.

The colour coding from blue to yellow represents the range 3 to over 150 flight tracks over a grid element. If any grid element is not colour-coded, the number of aircraft flight tracks passing over that element during the 92 day summer period was less than 3 flights.

The yellow areas represent locations where operations are more densely concentrated over the given period.

It should be noted that the following sample flight tracks only include operations for LLA and overflights from other Airports have been omitted for clarity.





4.8. Plan showing Easterly (08) flight routes







4.9. Plan showing Westerly (26) flight routes







4.10. Arrivals and Departures - Easterly (08) Flight Routes (24 hour period)





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4.11. Arrivals and Departures - Westerly (26) Flight Routes (24 hour period)







4.12. Flight Levels – Easterly (08) Flight Routes (24 hour period)







4.13. Flight Levels - Westerly (26) Flight Routes (24 hour period)







4.14. <u>Plot Density – 16th June – 15th September 2011 - Arrivals only</u>







4.15. <u>Plot Density – 16th June – 15th September 2011 - Departures only</u>







4.16. Plot Density – 16th June – 15th September 2011 - Arrivals and Departures







5. Noise Monitoring Data

The aircraft noise generated by the operation of the Airport has always been an important consideration and is incorporated in the planning framework for the area in which the Airport is located (see Section 10). Regard must be paid to the Borough of Luton Local Plan, so aircraft noise is monitored and reviewed by the LLACC on a quarterly basis.

Furthermore, in response to the Environmental Noise Directive (2002/49/EC), which requires all Member States within the European Union to produce Noise Maps and Action Plans for the main sources of environmental noise, including airports, a Draft Noise Action Plan was prepared by the Airport during 2009. This was produced in partnership with the London Luton Airport Consultative Committee, the Air Traffic Control provider and airline partners and a 16 week consultation period on this document was launched on 28th September 2009. Following consideration of consultation responses and taking into account these views, a final Draft Noise Action Plan was submitted to the Department for Environment, Food and Rural Affairs (DEFRA), for approval, at the end of January 2010. London Luton Airport published the final Noise Action Plan in January 2012, following formal adoption by the Secretary of State for Environment, Food and Rural Affairs.

5.1. Departure Noise Levels

LLAOL uses the ICAO standard for noise monitoring at the Airport. This covers all times of the day and night and all seasons, but it is standard practice that only departures are reported. Figures 4.8 and 4.9 show the locations of the monitoring points, which are set at 6,500m from the aircraft start of roll, at either end of the runway. This method records the maximum noise level at a point, rather than the way it is spread over the surrounding area, which is separately measured by Leq. The maximum-recorded noise level for each departure is used. All aircraft type departures are recorded not just jets, however helicopters and small light aircraft are not required to follow Noise Preferential Routings (NPRs) so they will not be recorded.

The detection threshold for the noise monitoring terminals is set at the lowest level to record the maximum number of aircraft noise events. However, a number of smaller aircraft types such as business jets and propeller aircraft, typically with a Maximum Take-Off Weight (MTOW) of less than 30,000kg, get very close to but do not reach the detection threshold. Ambient background noise is also an important factor in detecting aircraft noise as strong winds and specific incidents such as loud road traffic, emergency vehicle sirens, lawn mowers, tractors, drills etc. can register noise levels louder than an aircraft overhead, which results in not all aircraft movements being correlated with noise events. Generally the louder noise events have more certainty of being correlated with aircraft movements.

During 2011 no departures exceeded the 94dB(A) daytime noise violation level, whilst there were 12 night noise violations (a combination of A300 cargo jets and older generation executive jet aircraft). However, continuous monitoring indicates that the vast majority of aircraft operated with individual maximum noise levels well below the current violation levels.

It should be noted that the number of night noise violations decreased this year, due primarily to stringent measures introduced within the latest version of the voluntary Night Noise Policy (Issue 8), effective 1st April 2010 (see Appendix A). Following a review, involving the London Luton Airport Consultative Committee, this new policy lowered the night noise violation level from 85dB(A) to 82dB(A), which is now lower than any UK airport and any operators exceeding this departure noise level are fined accordingly (between 300% and 600% of a full runway charge). Furthermore this policy now includes a scheduling ban at night for the older and noisiest aircraft classified above QC2. These measures help encourage airlines to operate modern, quieter generation aircraft and forms part of the Airport's commitment to help minimise disturbance for local communities whilst balancing the environmental impact and the economic benefit of a successful airport.




During the daytime 99% of departing aircraft recorded maximum noise levels less than 79dB(A), with 88% registering below 76dB(A) and 41% of correlated daytime departures registering below 73dB(A). Throughout the year 332 correlated daytime departures (1%) registered maximum noise levels above 79dB(A) but there were no daytime noise exceedences.

The night period is taken as 23:00 – 06:00 local time, Monday to Saturday, and until 07:00 on a Sunday. During the night 97% of correlated departures recorded maximum noise levels below 79dB(A), with 88% below 76dB(A) and 53% of correlated night departures registering below 73dB(A). During the year 56 correlated night departures (3%) registered maximum noise levels above 79dB(A) with 12 correlated departures exceeding the night noise violation level of 82dB(A). Details of these noise penalties are listed in section 5.5.

5.2. Noise and Track Monitoring System

The Topsonic Noise & Track Monitoring system has been operational for 100% of the time during 2011. New features and system enhancements continue to improve the functionality and capabilities available to the Airfield Environment Office and the Topsonic system has been utilised in compiling the details within this report.

In January 2012 the airport launched **TraVis**, a new online flight-tracking tool, which enables the general public to see for themselves the actual flown tracks of Luton aircraft departures and arrivals. This can be viewed online at the following link on the airport website. <u>http://www.london-luton.co.uk/en/flighttracking/</u>.





5.3. Daytime Noise Levels

The following table identifies maximum daytime noise levels recorded by departing aircraft at the fixed noise monitoring terminals between the hours of 06:00 and 23:00 local time, Monday to Saturday and from 07:00 until 23:00 on Sunday.

(Any aircraft exceeding the Daytime Noise Violation Limit of 94dB(A) is fined accordingly)

	Number of Departures (Daytime)										
	<70	>=70<73	>=73<76	>=76<79	>=79<82	>=82<85	>=85<88	>=88<91	>=91<94	>=94	Total
	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	Total
January	646	1,131	777	106	9	1	0	1	0	0	2,671
February	462	726	567	110	6	0	1	0	0	0	1,872
March	323	568	504	66	1	1	0	0	0	0	1,463
April	398	910	882	114	5	2	1	0	0	0	2,312
May	289	706	1,724	491	35	0	2	0	0	0	3,247
June	402	908	1,825	498	31	6	0	0	0	0	3,670
July	390	757	1,669	492	40	6	3	3	0	0	3,360
August	246	757	1,727	503	40	0	1	0	0	0	3,274
September	341	830	1,747	413	40	10	2	2	0	0	3,385
October	281	772	1,712	408	22	4	5	1	0	0	3,205
November	438	777	1,267	215	18	8	3	0	0	0	2,726
December	158	474	1,394	268	15	3	4	0	0	0	2,316
% Total	13.1%	27.8%	47.1%	11.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%
Total	4,374	9,316	15,795	3,684	262	41	22	7	0	0	33,501









5.4. Night Noise Levels

The following table identifies maximum night time noise levels recorded by departing aircraft at the fixed noise monitoring terminals between the hours of 23:00 and 06:00 local time, Monday to Saturday and until 07:00 on Sunday morning.

(Any aircraft exceeding the Night Noise Violation Limit of 82dB(A) is fined accordingly)

	Number of Departures (Night)										
	<70	>=70<73	>=73<76	>=76<79	>=79<82	>=82<85	>=85<88	>=88<91	>=91<94	>=94	Total
	aB(A)	ar(a)	aB(A)	aB(A)	aB(A)	ar(A)	ar(a)	aB(A)	ar(a)	ar(a)	
January	45	54	21	5	3	1	0	0	0	0	129
February	26	27	17	5	2	1	0	0	0	0	78
March	16	18	12	3	0	0	0	0	0	0	49
April	30	50	34	6	3	0	0	0	0	0	123
May	24	55	80	16	6	3	0	0	0	0	184
June	39	64	75	15	2	2	1	1	0	0	199
July	35	67	70	20	2	0	0	0	0	0	194
August	23	46	73	24	9	1	0	0	0	0	176
September	19	66	72	11	3	0	0	0	0	0	171
October	23	63	74	19	1	2	0	0	0	0	182
November	34	30	37	10	7	0	0	0	0	0	118
December	16	35	44	13	6	0	0	0	0	0	114
% Total	19.2%	33.5%	35.5%	8.6%	2.6%	0.6%	0.1%	0.1%	0.0%	0.0%	100%
Total	330	575	609	147	44	10	1	1	0	0	1,717









LLAOL operates a noise violation policy whereby a surcharge of between 300% and 600% of the combined Landing and Navigation Service Charge is applied in respect of any landing prior to a take-off on which noise violation levels, as set out below, are exceeded. These violation limits encourage airlines to operate modern and quieter aircraft types.

The daytime noise violation level of 94dB(A) is in line with the other major London airports whilst the current night noise violation level of 82dB(A) is now lower than at any other UK airport.

For Day Flights

06:00 – 22:59 Local Time (Monday to Saturday) 07:00 – 22:59 Local Time (Sunday)

>94 dB(A) 400% surcharge

For Night Flights

23:00 – 05:59 Local Time (Monday to Saturday) 23:00 – 06:59 Local Time (Sunday)

>82 – 85 dB(A)	300% surcharge
	00070 3010110190

>85 – 88 dB(A) 500% surcharge

>88 dB(A) 600% surcharge

5.1.1. Daytime Noise Violations during 2011

There were no violations of the daytime noise level in 2011, in line with 2010.





5.6. Night Noise Violations during 2011

There were a total of 12 violations of the 82dB(A) night noise violation level in 2011 (details below), compared to 19 in 2010.

Date / Time (Local)	Aircraft Type	Noise Level	Penalty
19/01/2011 02:31 hrs	A300 (MNG Cargo)	82.4dB(A)	300% of runway charge
16/02/2011 03:17 hrs	A300 (MNG Cargo)	83.0dB(A)	300% of runway charge
13/05/2011 03:31 hrs	A300 (MNG Cargo)	82.6 dB(A)	300% of runway charge
20/05/2011 03:43 hrs	A300 (MNG Cargo)	82.5dB(A)	300% of runway charge
25/05/2011 03:00 hrs	A300 (MNG Cargo)	83.1dB(A)	300% of runway charge
15/06/2011 23:17 hrs	Gulfstream 3 Executive Jet	88.6dB(A)	600% of runway charge
17/06/2011 03:43 hrs	A300 (MNG Cargo)	82.3dB(A)	300% of runway charge
28/06/2011 23:37 hrs	Gulfstream 3 Executive Jet	86.0dB(A)	500% of runway charge
29/06/2011 02:52 hrs	A300 (MNG Cargo)	84.3dB(A)	300% of runway charge
19/08/2011 03:13 hrs	A300 (MNG Cargo)	83.2dB(A)	300% of runway charge
17/10/2011 01:20 hrs	A300 (MNG Cargo)	82.9dB(A)	300% of runway charge
24/10/2011 01:44 hrs	FA50 Executive Jet	83.3dB(A)	300% of runway charge





6. Noise Contours

6.1. <u>Leq</u>

Since 1989, the preferred measure of aircraft noise has been the A-weighted equivalent noise level, Leq. This indicator takes account of all the noise energy that occurs over a particular time period and thus takes account of all the aircraft movements, both departures and arrivals, that occurred in that period. In the UK, the noise impact of an airport is primarily described in terms of the LAeq averaged over the 16 hour period from 0700 - 2300 for an average day between the 16th June and 15th September. In addition, London Luton Airport also produces contours for the 8 hour night period between 2300 and 0700 for an average summer night in terms of the LAeq, 8h indicator.

The daytime contours show the LAeq,16h values in 3 dB(A) steps from 57 dB(A) to 72 dB(A). The night contours show the LAeq, 8h values also in 3 dB(A) starting at 48 dB(A). These values relate to guidance provided in Planning Policy Guidance Note 24 - Planning & Noise.

Year on year changes in the noise impact are dependent on changes in the number and type of aircraft that used the airport and also the departure routes flown. In addition, changes in the size and shape of the contours can also depend on differences in the runway usage which in turn depends on the relative proportion of westerly and easterly modes of operation, known as the modal split, which is determined by the prevailing wind direction.

The Aircraft Noise Model

The noise contours for the Airport are produced using INM (the Integrated Noise Model), which is the method used by many other Airports in the UK.

The contours for 2011 were produced using INM version 7.0b, in line with 2010 and therefore a direct comparison year on year is possible.

It can be seen that there has been a reduction in the daytime and night time contour areas from 2010 to 2011. Since there has been a small increase in the total number of movements between 2010 and 2011 and only a slight change in modal split, the change in fleet mix is likely to be the reason for the reduction in contour area, both day and night.

The 2011 results are significantly below the 1984 values and also below the 1999 predicted values which, if exceeded, would require a noise reduction plan to be implemented.





6.2. Annual Noise Contours Summer 2011

Work has been completed on the production of the annual noise contours for summer 2011 covering the standard summer period from the 16th June to the 15th September inclusive.

The daytime results are shown below and are compared with the equivalent results for the previous summer, the base year of 1984, and also the predicted contour for 1999:

L _{Aeq, 16 hour} Day time	1984 (km²)	1999 (km²)	2010 (km²)	2011 (km²)	Difference 2010-2011 (km²)
>72	1.63	1.5	0.8	0.8	0.0
>69	2.80	2.5	1.3	1.3	0.0
>66	4.86	4.4	2.3	2.3	0.0
>63	9.1	7.3	4.3	4.3	0.0
>60	17.18	11.8	7.7	7.6	-0.1
>57	31.52	19.6	13.1	12.8	-0.3

Contour areas (Daytime)

The night-time results are shown below and are compared with the results for the previous summer, the base year of 1984, also the predicted contour for 1999:

L _{Aeq, 8 hour} Night time	1984 (km²)	1999 (km²)	2010 (km²)	2011 (km²)	Difference 2010-2011 (km²)
>72	0.79	1.1	0.4	0.4	0.0
>69	1.39	1.8	0.6	0.6	0.0
>66	2.42	3.0	1.0	0.9	-0.1
>63	4.01	5.2	1.7	1.6	-0.1
>60	7.06	8.3	3.1	3.0	-0.1
>57	13.05	13.2	5.7	5.6	-0.1
>54	24.48	21.6	10.1	9.7	-0.4
>51	44.92	36.0	17.6	16.7	-0.9
>48	85.04	60.6	32.2	30.1	-2.1

Contour areas (Night-time)

The modal split for summer 2011 was 80% westerly / 20% easterly compared with 78% / 22% W/E in summer 2010.

In terms of movements, there was an increase in the total daytime movements from 22,796 to 23,570 and an increase in night-time movements from 4,109 to 4,446 (over the 92 day contour period), year on year.





6.3. Contour Population Counts

The population counts for this year were calculated using the CACI Ltd, 2011 postcode database, compared to the use of Ordnance Survey Mastermap Address-Point (2007) data and Office of National Statistics Census Data (2001) for 2010 population count analysis . For this reason a direct comparison year on year is not possible.

Procedure

Each postcode in the database is described by a single geographical point, and if this point is within a contour then all of the dwellings and population in the postcode are counted.

6.4. Day-Time Contour Results

L _{Aeq, 16 hour} Day time	2010 Dwellings	2010 Population	2011 Dwellings	2011 Population
>72	0	0	0	0
>69	0	0	0	0
>66	2	5	3	6
>63	90	228	124	368
>60	718	1,817	717	1,997
>57	1,911	4,598	1,967	5,217

6.5. Night-Time Contour Results

L _{Aeq, 8hour} Night time	2010 Dwellings	2010 Population	2011 Dwellings	2011 Population
>72	0	0	0	0
>69	0	0	0	0
>66	0	0	0	0
>63	0	0	0	0
>60	13	30	9	18
>57	435	1,101	430	1,183
>54	1,036	2,583	998	2,782
>51	2,761	6,319	2,718	6,790
>48	5,250	11,800	5,353	12,744

In the above tables the results for households and resident populations are cumulative, i.e. values presented for larger contours (geographically) include the values for those contours within them.

In general methodology shows slightly lower results for the dwelling counts, which are within 5% of the 2010 AMR results at all contour bands other than the 60 dB LAeq,8hr band where the absolute numbers are very low. The population counts indicate slightly higher results than the 2010 AMR, though they are still within 6% for all contour bands again with the exception of the 60 dB LAeq,8hr band.

The update of the population database from 2010 to 2011 results in a similar increase in both dwelling and population counts of between 6% and 11% for all contour bands from 48 to 57 dB LAeq,8hr. These two factors combined mean that despite the 2011 contours being smaller in area terms than in 2010, the dwelling counts reported in Tables 6.4 and 6.5 are similar to those reported in the 2010 AMR and population counts are around 7% to 8% higher.





6.6. Noise Impact Within 16-Hour (Day) Leq Contours











6.7. Noise Impact Within 8-Hour (Night) Leg Contours











6.8. Annual Day Noise Contours 2011







6.9. Annual Night Noise Contours 2011







6.10. Annual Day Noise Contours 2010







6.11. Annual Night Noise Contours 2010







6.12. Quarterly Night Noise Contours

The Night Jet Policy, which became effective from 1st April 2002, undertook to provide noise contour information for an average night for each quarter, with the results shown below.

L _{Aeq} , 8hr Night	Jan – Mar 2010	Jan – Mar 2011	Apr – Jun 2010	Apr – Jun 2011	Jul – Sep 2010	Jul – Sep 2011	Oct - Dec 2010	Oct - Dec 2011
>72	0.3	0.3	0.4	0.4	0.4	0.4	0.3	0.3
>69	0.4	0.4	0.5	0.6	0.6	0.6	0.4	0.5
>66	0.7	0.6	0.8	0.9	0.9	0.9	0.7	0.7
>63	1.1	1.0	1.5	1.6	1.7	1.6	1.1	1.1
>60	1.8	1.7	2.6	2.9	3.1	3.0	2.0	2.0
>57	3.4	3.0	4.8	5.4	5.7	5.5	3.7	3.7
>54	6.2	5.5	8.7	9.5	10.0	9.6	6.7	6.6
>51	10.7	9.6	15.4	16.1	17.5	16.4	11.8	11.2
>48	18.3	16.3	27.1	28.6	31.7	29.5	20.6	19.1
W/E Split (%)	60/40	62/38	52/48	74/26	55/45	78/22	64/36	77/23

6.13. Night Noise Contour Results (km²)

As indicated in paragraph 6.1, the 2011 contours were produced using version 7.0b of INM, in line with 2010 and therefore the results are comparable year on year.

Following a reduction in the contour area for the first quarter, despite a similar number of movements, the second quarter saw an increase, as the result of a higher number of aircraft movements (see paragraph 6.14 below). However, the third quarter saw a reduction in the contour area, despite increased movements, whilst in the fourth quarter there was a decrease in contour area, in line with a reduction in the number of movements.

At the request of the London Luton Airport Consultative Committee, the movement numbers in the table below, outlining those aircraft types which were previously grouped in 'other' and which were 10 or more, have been disaggregated as from the second quarter 2010. Up until then the respective movements numbers have not been disaggregated (hence 'n/a' against those aircraft types) but are still grouped in 'other'.





6.14. Night Noise Movements by INM Aircraft Type

Aircraft Type	Jan – Mar 2010	Jan – Mar 2011	Apr –Jun 2010	Apr – Jun 2011	Jul –Sep 2010	Jul – Sep 2011	Oct -Dec 2010	Oct - Dec 2011
727100	0	0	1	0	0	0	0	0
737300	6	14	14	20	28	17	34	0
737400	5	13	57	24	52	37	0	30
737500	n/a	0	n/a	0	0	0	12	0
737700	145	79	492	98	625	89	301	34
737800	312	179	570	589	659	637	332	291
757RR	53	46	95	94	121	91	85	47
A300	118	96	125	114	120	92	109	118
A320	345	459	650	976	916	1,252	489	564
A321	78	79	163	162	187	193	126	90
A319	205	212	475	956	569	1,106	255	454
767300	8	0	9	10	0	0	0	0
ATR42	n/a	0	n/a	0	0	0	18	0
BAEATP	n/a	127	n/a	135	145	144	130	132
BEC200	n/a	n/a	n/a	14	0	12	0	10
CL600	14	0	26	0	0	0	0	0
CL601	n/a	123	139	157	116	124	154	135
CLREGJ	n/a	26	n/a	17	31	21	29	24
CNA500	48	0	43	0	0	0	0	0
CNA510	n/a	13	n/a	12	22	13	19	12
CNA525	n/a	27	n/a	39	30	36	37	28
CNA550	n/a	0	n/a	19	20	17	16	10
CNA560	n/a	38	n/a	55	45	52	35	35
CNA650	n/a	n/a	n/a	10	0	0	0	0
CNA750	n/a	0	n/a	0	0	10	0	0
EMB135	n/a	0	n/a	0	0	12	0	0
EMB145	n/a	15	21	47	37	41	23	35
FAL20A	n/a	30	12	34	25	32	32	27
GIV	77	66	71	89	70	57	61	89
GV	n/a	94	89	93	85	77	111	83
HS125?	n/a	n/a	n/a	10	0	0	0	12
HS1258?	n/a	24	10	22	25	30	32	24
HS748A	138	0	149	0	0	0	0	0
IA1125	n/a	0	n/a	0	12	11	15	0
LEAR35	109	57	112	48	46	48	60	61
LEAR45	n/a	0	n/a	0	0	0	11	0
LEAR60	n/a	n/a	n/a	11	0	0	0	0
MU3001	39	0	67	0	0	0	0	0
Other	286	106	63	95	115	70	105	77
Total	1,986	1,923	3,453	3,950	4,101	4,321	2,631	2,422





6.15. Quarterly Night Noise Contours 2011 Jan - Mar







6.16. Quarterly Night Noise Contours 2011 Apr – Jun







6.17. Quarterly Night Noise Contours 2011 Jul - Sep







6.18. Quarterly Night Noise Contours 2011 Oct - Dec







7. Complaints

7.1. Total Complaints relating to LLA aircraft operations

	2010	2011
Total No. of Complaints relating to LLA aircraft operations	598	733
No. of Complainants	220	305
No. of Events (eliciting a complaint)	1,157	1,770
Average No. of Complaints per Complainant	2.7	2.4
Average No. of Events per Complainant	5.3	5.8
Average No. of Events per Complaint	1.9	2.4
No. of Aircraft Movements per Complaint	160	135
No. of Aircraft Movements per Event	83	56

During 2011 a total of 733 complaints (on average 2 complaints per 24 hours) relating to LLA aircraft operations were received by the Airfield Environment Office, compared with 598 in 2010.

A further 69 complaints (503 events) not attributable to LLA traffic were received throughout 2011 compared with 109 (848 events) last year. 24 of these complaints (35%) related to non-LLA helicopters operating to/from other airfields.

A total of 305 individuals reported concerns to the Airfield Environment Office during the year, in comparison with 220 in 2010. Statistics identify that 151 individuals (50%) were reporting concerns for the first time and that 218 of the complainants (71%) contacted the airport only once during the year.

Within the 733 complaints received during the year, a total of 1,770 events (eliciting a complaint) were listed, compared to 1,157 events in 2010.

During 2011 a further 1,626 events were reported by one individual in Harpenden but, in agreement with the LLACC, these events are no longer included in statistics although a total of 34 complaints from this complainant, reporting general disturbance and frequency (both day and night), have been incorporated in all statistics.







7.2. Flamstead & Redbourn concerns

In order to help contain departure flightpaths within the existing Noise Preferential Route (NPR) corridor for the 26 Clacton/Dover/Detling flight route during periods of westerly operations, a trial (involving 10 easyJet departures per day) commenced on 5th May 2011, following extensive analysis and simulation work by easyJet and detailed discussions between the Airport, NATS (the air traffic control provider), our airline partners and the CAA – Directorate of Airspace Policy (DAP).

The trial in question was carried out for a period of 6 months, ending on 6th November 2011 and having successfully gathered sufficient data to identify an optimum flightpath, within the NPR swathe, avoiding all the most densely populated areas south of the airfield, all airlines reverted to pre-trial procedures.

Discussions with DAP were then held, with a view to proceeding with the design of a new route structure based on results of the trial. This will require a detailed procedural design, which will then be the subject of an Airspace Change Proposal, in accordance with CAA guidelines (CAP 725). The Airport will closely involve all communities that are part of this process and progress will be reported to LLACC and the Noise & Track Sub-Committee.

It should be noted that the complaint figures outlined in the above table and included in the detailed breakdown statistics in sections 7.1–7.9 of this report, include only those complaints received from residents of Flamstead and Redbourn between 1st July and 18th August 2011 (see section 7.7 for details). However, from that date onwards the level of complaints received by the Airfield Environment Office from these two locations on a daily basis increased dramatically (up to 350 per day) and it became impossible to log these all individually but they were recorded for statistical purposes only.

From 19th August 2011 onwards the Airfield Environment Office received in excess of 7,500 e-mails/telephone calls from over 350 households in Flamstead and Redbourn. These all reported increased disturbance from westerly departures as a result of the easyJet trial to help bring aircraft back onto their prescribed flightpaths, where historically they have been flying outside the existing Noise Preferential Route (NPR) corridor. A small number of residents from both villages also continued to report ongoing disturbance from westerly departures since the trial ended on 6th November 2011.

Throughout the entire period July to December 2011 the Airport received a total of 6,865 emails/telephone calls from 205 households in Flamstead and 822 e-mails/telephone calls from 152 households in Redbourn.

In order to fully understand the concerns being reported by residents in these particular areas the Airport hosted a total of four visits for representatives from both Flamstead and Redbourn and also attended a Flamstead Parish Council meeting and a Public Meeting in Redbourn to discuss the background and progress of the trial. Airport representatives also visited a property in Flamstead on two separate occasions to view the actual flown tracks of Luton departures in relation to the village.

In agreement with Flamstead Parish Council and Redbourn Parish Council, the Airport also provided weekly progress updates (including flight track data) to local residents via designated Parish Council representatives.





7.3. Monthly complaint statistics

		Events	
		(eliciting a	
	Complaints	complaint)	Complainants
Jan	24	26	18
Feb	22	54	18
Mar	25	30	18
Apr	65	75	46
May	45	52	35
Jun	63	214	42
Jul	114	220	75
Aug	130	404	99
Sep	69	268	53
Oct	78	214	42
Nov	48	107	32
Dec	50	106	26
Totals	733	1,770	305*

* This total number of complainants annually takes into account a number of repeat complainants.









7.4. Breakdown of Reported Disturbance

It is important to note that the reasons detailed below are those reported by the complainant and not the result of any subsequent investigation.

Disturbance	Day	Night	General*	Total
Aircraft Noise	406	146	83	635
Off Track	234	27	18	279
Low-Flying	162	25	13	200
Frequency	54	7	42	103
Air Quality	2	0	0	2
Safety	1	0	0	1

It should be noted that complaints received may relate to more than one type of disturbance (i.e. noisy, low and off track) and the above figures will therefore not correlate to the total number of complaints.

* The 'General' category relates to non-specific reports of disturbance.

7.5. Areas of Reported Concerns

Reported Concerns	No. of	% of Total	
	Complaints	Complaints	
Departures - Westerly	422	57.7%	
Departures - Easterly	97	13.3%	
Frequency/Gen. Distrubance	60	8.2%	
Arrivals - Easterly	59	8.1%	
Go - Arounds	45	6.1%	
Arrivals - Westerly	30	4.1%	
Helicopters	10	1.4%	
Engine Ground Runs	3	0.4%	
Test/Training	3	0.4%	
Ground Noise	2	0.3%	
Alleged Air Prox*	1	0.1%	
Total	732	100%	

* Upon investigation the aircraft involved were found to have maintained sufficient separation distance and safety was not compromised at any time.

During the year 117 individuals reported a total of 229 complaints concerning night noise disturbance from LLA operations (on average less than 1 complaint per night). This amounts to 31% of all complaints received in 2011, compared to 236 night noise complaints during 2010 (from 101 individuals), a decrease of 3%. It should be noted that 29% of the reported night disturbance reports during 2011 originated from just 3 individuals, in Harpenden, Hemel Hempstead & Pepperstock. A further 24 complaints reported disturbance relating to overflights to or from other airports during the night period.

Within the 422 complaints concerning westerly departures 137 were of a general nature, 281 to specific aircraft following the Clacton/Dover/Detling route and 1 to an aircraft on the Compton route. Three other complaints involved positioning flights following off-airways flight routes.





Of the 97 complaints attributed to easterly departures 12 were of a general nature, 74 to specific aircraft following the Compton heading, 8 to aircraft on the Olney flight route and 1 related to an aircraft on the Clacton/Dover/Detling heading. One other complaint related to a positioning flight following an off-airways flight route.

Whilst 29 of the 59 complaints concerning easterly arrivals reported general disturbance, 30 related specifically to aircraft on approach to land from the Lorel Reporting Point.

7.6. Nature of Disturbance

Noise was cited as a main disturbance in 87% of complaints and 38% of complaints involved aircraft being perceived as **off-track.** In 14% of complaints the **frequency** of operations was reported and concerns of aircraft flying **low** were reported in 27% of complaints. It should be noted that complaints received may relate to more than one type of disturbance (i.e. noisy, low and off-track).

Of the 733 complaints relating to LLA aircraft operations registered during the year 423 complaints (58%) were clearly correlated to a specific aircraft type although many complaints were of a general nature.

7.7. Complaints by Aircraft Type

Aircraft Type*	No. of correlated complaints	% of Total complaints	Annual No. of Movements of Aircraft Type	Movements of Aircraft Type per correlated complaint**
A320/A321 (Monarch/Wizzair/easyJet/GA	109	14.9%	23,704	217
A300 (MNG Cargo/DHL)	89	12.1%	1,036	12
A319 (easyJet)	50	6.8%	26,062	521
B737-800 (Ryanair/Thomsonfly/GA)	28	3.8%	10,843	387
B737-400 (MNG Cargo/Blue Air)	24	3.3%	726	30
GLF2/GLF3 (GA)	18	2.5%	108	6
B757 (EI AI/Thomsonfly/DHL)	16	2.2%	1,315	82
GLF4/5 (GA)	15	2.0%	5,137	342
B737-200 (GA)	11	1.5%	42	4
Helicopter	10	1.4%	642	64
B737-700 (easyJet)	7	1.0%	4,676	668
MD82/83 (Blue Air/GA)	7	1.0%	44	6
B767 (El Al/Thomsonfly)	5	0.7%	460	92
ATP (Atlantic Airlines)	3	0.4%	584	195
Other Private Aircraft	27	3.7%	22,440	831
Other Passenger Operations	3	0.4%	1,382	461
Other Cargo Operations	1	0.1%	98	98
Total	423	57.7%	99,299	235

* Operators in brackets refer to the predominant operator(s) of aircraft type.

** This is the total number of aircraft movements per correlated complaint i.e. 99,299 movements / 423 correlated complaints = 235





7.8. Origin of Complaints

The chart below identifies the areas around the Airport from which complaints were received:

Location	Complaints	Events* (eliciting a complaint)	Complainants	Average complaints per complainant	Average Events per Complainant	Location		Complaints	Events* (eliciting a complaint)	Complainants	Average complaints per complainant	Average Events per Complainant
Arlesey	1	0	1	1.0	0.0		Leighton Buzzard	3	2	1	3.0	2.0
Ashwell, Baldock	2	10	2	1.0	5.0		Letchworth	1	3	1	1.0	3.0
Ayot St Lawrence	14	2	1	14.0	2.0		Little Gaddesden	2	0	2	1.0	0.0
Bendish	2	2	2	1.0	1.0		Long Marston	1	2	1	1.0	2.0
Benington	2	0	1	2.0	0.0		Luton	39	36	24	1.6	1.5
Blackmore End	2	4	1	2.0	4.0		Markyate	24	20	15	1.6	1.3
Breachwood	10		_				Melbourn	1	0	1	1.0	0.0
Green	10	8	5	2.0	1.6		Mentmore	9	74	2	4.5	37.0
Caddington	1	0	1	1.0	0.0	Pepperstock #		29	76	4	7.3	19.0
Chesham	28	30	16	1.8	1.9	Pitstone		1	1	1	1.0	1.0
Codicote	1	1	1	1.0	1.0		Redbourn** Sandon		133	60	1.3	2.2
Digswell	2	1	2	1.0	0.5				0	1	1.0	0.0
Dupsmore	1	0	1	1.0	0.0	Sandridge		5	4	2	2.5	2.0
Wendover	2	4	1	2.0	4.0		Slapton	5	8	2	2.5	4.0
Eaton Bray	3	2	1	3.0	2.0) Slip End		16	14	6	2.7	2.3
Edlesborough	3	3	1	3.0	3.0	St Albans		33	45	17	1.9	2.6
Flamstead**	29	57	14	2.1	4.1	Stevenage		10	2	8	1.3	0.3
Gamlingay	1	1	1	1.0	1.0		Stewkley	1	0	1	1.0	0.0
Harpenden #	233	931	52	4.5	17.9		Tebworth	1	1	1	1.0	1.0
Hastoe	1	1	1	1.0	1.0		Tring	9	45	2	4.5	22.5
Heath & Reach	1	0	1	1.0	0.0		Walkern	5	16	4	1.3	4.0
Hemel	20	400	0	1.0	45.0		Wheathampstead	44	62	15	2.9	4.1
Hempstead #	39	126	8	4.9	15.8		Whitwell	8	8	4	2.0	2.0
Houghton Regis	15	19	1	15.0	19.0		Wilstone	1	0	1	1.0	0.0
Kensworth	1	1	1	1.0	1.0		Wing	1	0	1	1.0	0.0
Kimpton	1	1	1	1.0	1.0		Woodside	6	6	5	1.2	1.2
King's Walden	4	6	3	1.3	2.0							
Kinsbourne	1	1	1	1.0	1.0		Totals	733	1,770	305	2.4	5.8
Green	1	1	1	1.0	1.0							
Knebworth	1	0	1	1.0	0.0							





*Where complaints are of a general nature (i.e. frequency or general disturbance), individual events may not have been specified.

A total of 141 complaints (826 events) from the Harpenden area were reported by just five individuals.

Furthermore one individual in Harpenden has continued to report a large number of events throughout the year. Whilst these events (1,626) are no longer included in statistics (in agreement with the LLACC) the complaints received from this individual (reporting general disturbance and frequency) are still included in the complaints total and this individual is included in the complainants total.

** In addition to those complaints outlined in the above table, the Airfield Environment Office received in excess of 7,500 e-mails/telephone calls from over 350 households in Flamstead and Redbourn from 19th August 2011 onwards. These all reported increased disturbance from westerly departures as a result of the easyJet trial to help bring aircraft back onto their prescribed flightpaths, where historically they have been flying outside the existing Noise Preferential Route (NPR) corridor. A small number of residents from both villages continued to report ongoing disturbance from westerly departures after the 6 month trial ended on 6th November 2011. These concerns have been logged for statistical purposes only.

The above table includes a total of 275 complaints that specifically referred to the easyJet trial, when reporting disturbance from westerly departures. These originated from individuals in Flamstead, Harpenden, Hemel Hempstead, Markyate, Redbourn and St Albans.





7.9. Location of Complaints 2011







7.10. Method of Complaint Receipt

How Received	% of Total Complaints
E-mail	70%
Telephone	26%
Fax	3%
Letter	1%

Any concerns relating to LLA aircraft operations can be reported to the Airfield Environment Office by the following means:

Postal Address:	Airfield Environment Office London Luton Airport Navigation House Airport Way Luton Beds LU2 9LY
Direct Telephone:	(01582) 395382 (24 hours)
Direct Fax:	(01582) 395500
Direct email*:	noise@ltn.aero

* A link also exists on the <u>www.london-luton.co.uk</u> website, providing a template for reporting concerns relating to aircraft activity, which is then sent directly to the Airfield Environment Office for logging, investigation and response.

7.11. Community Relations

In December 2011, the Airfield Environment Office published the first edition of its **IN TOUCH** Community Newsletter, available to view online on the airport website. This was designed to give information to the general public on noise related issues at London Luton Airport and to give some clarity to concerns relating to airport operations. This first newsletter included details regarding the easyJet track-keeping trial and also introduced **TraVis**, the Airport's new online flight tracking tool, which was launched in January 2012. This is available to view on the Airport website at the following link: http://www.london-luton.co.uk/en/flighttracking/.

Community Visits to the Airport

Invitations are often extended to local residents and LLACC members to visit the Airfield Environment Office for a demonstration of the Aircraft Noise & Track Monitoring System, to discuss specific concerns and to view for themselves flight tracks of LLA aircraft operations in their area.

In August 2011 the Airport hosted a visit for a delegation of representatives from Flamstead to discuss Luton westerly departures flight tracks in relation to the trial to help contain departure flightpaths within the existing Noise Preferential Route (NPR) corridor for the 26 Clacton/Dover/Detling flight route.

A further delegation, representing Redbourn, was welcomed to the Airport at the beginning of September 2011 to discuss the background and progress of the trial.

At the end of November 2011 the Airport hosted a second visit for a delegation of representatives from Flamstead to provide a further progress update in relation to the easyJet trial.





Airport Visits to the Community

Towards the end of August 2011 Airport representatives visited a Flamstead resident at his property to verify the actual flown tracks of Luton departures in relation to the village.

The Airport also attended a Flamstead Parish Council meeting on 12th September 2011 to discuss the impact of the easyJet trial for those living in Flamstead.

Airport representatives attended a Public Meeting in Redbourn, arranged by Redbourn Parish Council on 3rd October 2011, to provide a progress update on the easyJet trial and to answer questions from local residents.

Towards the end of October 2011, Airport representatives accepted an invitation to return to Flamstead and met with a group of local residents to verify the actual flown tracks of Luton westerly departures in relation to the village.





8. Employment

8.1. Introduction

Employment at and surrounding London Luton Airport (LLA) contributes significant economic benefits to Luton as a whole and to the sub-region. A large number of businesses are based in Luton due to the presence of the Airport. Thus, any analysis of the Airport's impact upon the locality needs to contain an economic perspective, and this includes employment. An analysis of employers within and around the Airport boundary has been conducted, the results of which are summarised below.

8.2. Methodology

The methodology for this year's analysis is the same as for the previous year. Administrative data sources were used to conduct the survey, instead of sending out questionnaires as was the case in up to the 2009 survey. The Inter Departmental Business Register was used as the main data source, this Office for National Statistics (ONS) dataset is a comprehensive list of UK businesses that is used by government for statistical purposes.

It provides a sampling frame for surveys of businesses carried out by the ONS and by other government departments. It is also a key data source for analyses of business activity.

The IDBR combines administrative information on VAT traders and PAYE employers with ONS survey data in a statistical register comprising over two million enterprises, representing nearly 99% of economic activity. Analyses that are produced as part of this service are at the same level at which business statistical surveys are conducted. (source: ONS website <u>www.statistics.gov.uk</u>).

The methodology was changed from previous years to be more cost and time efficient in the use of data which was both already purchased and covered the majority of the same information which the survey had historically asked for. The other major advantage was that the Standard Industrial Classification was already listed on the data source, thus eliminating the need for businesses to self-classify.

An initial list was received from London Luton Airport of companies within its boundary. The listing was matched against the IDBR. Companies outside the Airport boundary were identified by the street names/areas as follows:

- Spittlesea Road
- Part of Frank Lester Way
- President Way
- Wigmore House

- Part of Airport Way
- Barratt Industrial Park
- Airport Executive Park

Nine companies who appeared on the list but not the IDBR had figures imputed from their records for previous years, and nineteen were removed either due to not being present at the Airport (in July of 2011), being part of another company or not having any permanent staff based at the Airport.

The industrial classification used has been updated to the SIC 2007 coding framework devised by Office for National Statistics. This means that the coding will have changed from that found up to the 2009 report. Revision is necessary due to "the need to adapt the classifications to changes in the world economy. The revised classifications reflect the growing importance of service activities in the economy over the last 15 years, mainly due to the developments in information and communication technologies (ICT)". (Source: UK Standard Industrial Classification of Economic Activities 2007 (SIC 2007) Structure and explanatory notes, http://www.ons.gov.uk/ons/guide-method/classifications/current-standard-classifications/standard-industrial-classification/index.html).





8.3. Total Employment in and around the Airport

Using main section headings from the Standard Industrial Classification 2007 (SIC 2007), the following was found. Data has been rounded to the nearest hundred, as per ONS guidelines.

Standard Industrial Classification 2007, Section Names	Total Employees
Accommodation and Food Service Activities	400
Administrative and Support Service Activities	1800
Financial and Insurance Activities	#
Human Health and Social Work Activities	#
Information and Communication	#
Manufacturing	1300
Professional, Scientific and Technical Activities	#
Public Administration & Defence; Compulsory Social Security	#
Real Estate Activities	#
Transportation and Storage	3900
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	400
Grand Total	8,100

Figures have been suppressed where there are less than three companies in a given Sector and/or employment in that sector is less than 100

Due to confidentiality issues we are bound by Office for National Statistics protocols to round to the nearest 100 when reporting IDBR figures. This will mean that any changes in reported figures will be in multiples of 100 and therefore lie within that range.

For the purposes of full interpretation of the results, it should be noted that the sections used in the pre-2010 report map to the new sections as follows:

Previous Codes		New Codes
Forwarding of Freight	Ì	Transportation and Storage
General Public Service Activities	\rightarrow	Public Admin & Defence etc Compulsory Social Security
Hotels and Restaurants	\Rightarrow	Accommodation & Food Service Activities
Non Scheduled Passenger Air Transport	\Rightarrow	Transportation and Storage
Other Supporting Air Transport Activities	\Rightarrow	Transportation and Storage
Public (Scheduled) Passenger Air Transport	\Rightarrow	Transportation and Storage
Renting of Automobiles	\Rightarrow	Administrative and Support Service Activities
Retail Trade	\Rightarrow	Wholesale and Retail Trade etc
Tour Operators	\Rightarrow	Administrative and Support Service etc etActivities
Travel Agencies	\Rightarrow	Administrative and Support Service etc Activities
Wholesale of Petroleum Products	\Longrightarrow	Wholesale and Retail Trade etc
Miscellaneous (Airline/Aviation Related)	$ \rightarrow $	Not Used
Miscellaneous (Non Airline/Aviation Related)	\rightarrow	Not Used

Note: Individual companies may have moved within the coding structure





8.4. Employment By Working Pattern

The IDBR provides employment figures by full and part time working pattern. The following is found:

Standard Industrial Classification 2007, Section Names	Full Time Employees
Accommodation and Food Service Activities	100
Administrative and Support Service Activities	1500
Financial and Insurance Activities	#
Human Health and Social Work Activities	#
Information and Communication	#
Manufacturing	1200
Professional, Scientific and Technical Activities	#
Public Administration & Defence; Compulsory Social Security	#
Real Estate Activities	#
Transportation and Storage	3300
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	200
Grand Total	6500

Figures have been suppressed where there are less than three companies in a given Sector and/or employment in that sector is less than 100

Standard Industrial Classification 2007, Section Names	Part Time
	Employees
Accommodation and Food Service Activities	200
Administrative and Support Service Activities	100
Financial and Insurance Activities	#
Human Health and Social Work Activities	#
Information and Communication	0
Manufacturing	100
Professional, Scientific and Technical Activities	#
Public Administration & Defence; Compulsory Social Security	#
Real Estate Activities	#
Transportation and Storage	400
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	100
Grand Total	900

Figures have been suppressed where there are less than three companies in a given Sector and/or employment in that sector is less than 100.

There were several companies who did not state their full/part time working split on the IDBR therefore the figures above do not add to the total employment figures.

The percentage split of full/part time employees found at the Airport, compared to that found in Luton as a whole is as follows:

	Full Time Employees	Part Time Employees
Vicinity of Luton	88.3%	11.7%
Airport		
Luton UA	78.0% (confidence limit 3.4)	22.0% (confidence limit 3.4)

Source for Luton UA Figures: Annual Population Survey, Office for National Statistics July 2010 – June 2011, latest data.





Therefore, the full and part time working pattern differs from that found within Luton as a whole, with considerably less part time working and more full time workers found overall. This may, however, change if looked at per industry sector but the figures are too small to make any meaningful comparison at this level.

8.5. Time Series

As previously stated, due to the methodological differences employed between last year's estimate and previous years, it is not possible to directly compare the total employment figures over time. However, in the interest of completeness, the following figures from previous years can be used as a proxy measure of changing patterns.



Estimate of Employment in and around the Luton Airport Vicinity by Year

Source: AMR Employment Surveys 2004 and 2006-2011

8.6. Conclusion

In conclusion, there are around 8,100 employees working in the vicinity of the Airport which is slightly less than the 2010 estimate. Whether this pattern is set to continue will be seen in future estimates. Please note that due to confidentiality issues we are bound by Office for National Statistics protocols to round to the nearest 100 when reporting IDBR figures. This will mean that any changes in reported figures will be in multiples of 100 and therefore lie within that range.





9. Surface Access

9.1. Road Traffic

This is the Summer 2011 traffic count conducted between 12th–19th September 2011. It is important to note that there is a slight departure from the normal observation dates (late August) for previous summer traffic counts. However, these data are used to compare previous summer traffic counts in order to maintain the traffic count time series for 5 years.

However, Figures **9.1,1** and **9.1.2** show an increase in 12hr/5day traffic flows on 7 of the 8 monitored roads, the highest increase in traffic count is +1109 (+24.2%) on Vauxhall Way South. The most significant decrease in traffic count is -126 (-1.8%) on A1081 London Road. The overall marginal traffic flow compared with last year in these observation points is +3774 (+7.6%).

Summer 2006 – 2011 Traffic Count (Average 12hrs)									
	MAP REF	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011			
Airport Way (SR)	599	8,820	8,685	8,443	3,237	3,323			
Lower Harpenden Rd	106	5,563	5,676	4,666	4,576	4,942			
London Rd	393	6,607	8,038	7,277	7,163	7,037			
Frank Lester Way	445	4,930	4,158	3,606	4,170	4,908			
Vauxhall Way South	520	9,769	9,670	9,055	9,638	10,746			
Vauxhall Way North	603	7,758	7,516	7,164	8,005	8,652			
Eaton Green Road	677	6,160	6,234	5,780	5,755	6,317			
A505 Airport Way (New)	925	0*	0*	0*	6,735	7,127			

Figure 9.1.1

* Road not open







For the 24-hour week (24/7), Figures 9.1.3 and 9.1.4 reveal different patterns to the 12hr/5day traffic count. The highest increase in traffic count is 2154 (24.1%) on Vauxhall Way North, while the most significant decrease in traffic count is -437 (-4.7%) on A1081 London Road. The overall marginal traffic flow compared with last year in these observation points is +5770 (+9.2%).

Figure	9.1.3

Traffic Count – Average 24hrs								
	Map Ref	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011		
Airport Way (SR)	599	13,354	13,533	13,721	4,818	4,840		
Lower Harpenden Rd	106	5,256	6,154	5,040	5,104	5,555		
London Rd	393	8,718	10,183	9,181	9,225	8,788		
Frank Lester Rd	445	5,676	4,742	4,275	4,925	5,842		
Vauxhall Way South	520	12,517	12,461	10,217	12,131	13,421		
Vauxhall Way North	603	10,177	9,872	8,380	8,939	11,093		
Eaton Green Road	677	7,906	8,091	7,431	7,383	8,226		
A505 Airport Way (New)	925	0*	0*	0*	10,185	10,714		

* Road not open





Traffic flow along Airport Way (SR) has consistently decreased over the last four years with a slight increase this year. This data indicates that Vauxhall Way axis accommodates the highest traffic volume in this vicinity. This is due to its strategic location and connectivity to other district and arterial roads into and out of Luton. It is likely that the completion of East Luton Corridor engineering operations and increased activities in and around London Luton Airport have resulted in significant redistribution of




traffic flow in the area. Suffice to say that, this pattern may continue and increase as a build-up to the London 2012 Olympics.

Traffic count on New Airport Way (CP 925) was conducted 12th–18th September 2011 while, traffic counts at other points were conducted 13th–19th September 2011. There was neither scheduled closure of the road nor a closure for any urgent or emergency works by any of the statutory undertakers. See Figure 9.1.5 for indicative location of these observation points.









9.2. Public Transport Services

Table 9.2.1 shows the number of scheduled train services per week from Luton Airport Parkway Station have increased above that of 2010.

The winter timetable for 2011/12 covers the period leading up to the Jubilee and Olympics, which may account for an increase in the number of First Capital services in the Winter timetable.

Table 9.2.1: SCHEDULED TRAIN SERVICES FROM LUTON AIRPORT PARKWAY STATION

Number of services per week 7 days	Summer 10	Winter 10/11	Summer 11	Winter 11/12
Direction				
Northbound Southbound	920 869	906 871	892 891	1063 1032
TOTAL	1,789	1,777	1,783	2,095

Most National Express services make scheduled stops within the Town Centre, also allowing for patronage between the Town Centre and the Airport.

Local bus services show a significant increase over the summer period. This in due to the seasonal variation in services by the Shuttle bus 888 from Luton Airport to Parkway which is operated by First Capital and Airparks SHUTTLE from Luton Airport to Slip End.

Links with Heathrow airport also saw an increase in the winter 2011/12 period, with services increasing from 133 per week to 154.

The rise in services calling at the Airport is helping to promote public transport as a means of getting to and from the airport from either local destinations or destinations a little further afield.





Table 9.2.2 : BUS AND COACH SERVICES FROM LONDON LUTON AIRPORT

Number of Services per Week	Summer 2010	Winter 2010/11	Summer 2011	Winter 2011/12
Destination				
LOCAL Luton Railway Station Others	302 1,706	297 1,571	302 1,706	319 1,498
National Central London Others	420 525	420 637	420 637	454 700
TOTAL	2,953	2,925	3,065	2,971

Number of Services per Week	Summer 2010	Winter 2010/11	Summer 2011	Winter 2011/12
AIRPORT- AIRPORT LINK				
Birmingham	77	77	77	91
London Gatwick	70	70	70	70
London Heathrow	133	133	133	154
London Stansted	182	182	182	182
Manchester	7	7	7	7
TOTAL*	469	469	469	504

*As some services call at more than one airport, the total number of actual departures will be less than the sum of the disaggregated services to each airport. This information represents a general guide to the number of services based on the information available from the various bus

This information represents a general guide to the number of services based on the information available from the various bus operators.





9.3. Additional Information

LLAOL published its first Airport Surface Access Strategy (ASAS) in 2000, in line with the recommendations of the 1998 Integrated Transport White Paper. This strategy set targets to encourage air passengers and employees to access the Airport using more sustainable modes. These targets are being monitored regularly, as part of the wider Local Transport Plan (LTP) monitoring framework.

In June 2009, LLAOL published an Interim ASAS (2009-2011). This document included short-term targets in order that the ASAS could realign with the Local Transport Plan timetable, in accordance with Department for Transport Guidance on Air Transport Forums and Airport Surface Access Strategies (1999).

In 2012 LLAOL intends to publish a full ASAS, with short and long term targets and action plans to encourage more sustainable travel amongst airport passengers and employees. This is intended to cover the period 2012-2017.

The Civil Aviation Authority (CAA) undertakes continual passenger surveys at many of the major airports in the UK, including London Luton. In common with other airports, LLAOL uses this survey data to assess trends in passenger 'modal shift' from private to public transport. The table below shows the weighted CAA data for 2005 to 2010. The CAA statistics suggest that 32% of airport passengers now choose to use public transport.

%	2005	2006	2007	2008	2009	2010
Private Car – Drop Off	29	28	25	26	28	27
Private Car – Park	31	29	21	27	27	24
Rail	18	17	17	19	17	17
Bus/Coach	10	12	12	14	14	15
Taxi	13	14	15	14	14	16

Table 9.3.1: Passengers travelling to the Airport by various modes (CAA Data)





Whilst the Surface Access Strategy seeks to encourage passengers and staff to travel to LLA by sustainable means, there will always be some passengers and staff who have no option but to travel by car. Policies LLA1 and LLA2 of the Borough of Luton Local Plan set out the criteria for airport car parking, both on and off site.

Staff car parking spaces have increased during 2011 whilst passenger car parking capacity has remained unchanged.

Passenger	Spaces	Area m²
Short Term	1,556	39,373
Mid Term	2,780	65,000
Long Term	3,400	72,150
Passenger Total	7,736	176,523
Staff Total	4,730	97,270
Total	12,466	273,793

On site Car Parks or Car Parks within the airport boundary

Policy LLA2 seeks to resist off site airport related parking, unless in exceptional circumstances. However, the existence of these sites should be acknowledged and monitored. Only authorised car parks are noted in the following table, although others may occur around the airport boundary.

Off site Car Parks or Car Parks outside the airport boundary

Operator	Spaces*	Area ha
Airparks (Slip End)	3,510*	5.97
Central Car Storage	216*	0.56
Airport Carparkz (temporary consent expires February 2012)**	425	2.49
Total	4,151	9.02

* Numbers of spaces given relates to the number approved as part of planning conditions imposed at the time of determination of the application.

** This site was operated as an unauthorised facility following the refusal of planning permission and the serving of an Enforcement Notice by Luton Borough Council. At a subsequent appeal, the Inspector dismissed the appeal, but granted an extension to the period of compliance with the Enforcement Notice.













10. Planning

10.1. National Aviation Policy

The Government's White Paper "The Future of Air Transport" which was published in December 2003, remains the strategic framework document for the development of national airport capacity. This it is expected to be replaced in 2013 as part of the National Aviation Policy Review. Prior to this a consultation document will be published in summer 2012.

It is understood that unlike the White Paper, the review will be a high level document rather than a specific reference to individual airports.

For further information regarding National Aviation Policy prior to 2003, please refer to previous editions of the AMR.

10.2. Strategic Planning Policy

Regional Spatial Strategies (RSS) to replaced strategic policies in Structure Plans. Bedfordshire and Luton reside within the East of England Region. RSS14 for the East of England known as the 'East of England Plan' and covered the period to 2021. RSS14 was adopted in May 2008 and reflects national aviation policy (section 10.1 above), which sets a framework for growth at the region's airports including LLA to 2030. RSS14 specifically focuses on Economic Policy E8 and Transport policy T12 which respectively cover economic objectives of aviation, integrating surface access, modal shift and the environmental safeguards to be addressed within Local Development Frameworks (as informed by development proposals within a MP).

Following the General Election in 2010 and the forming of a coalition Government, the Secretary of State signalled the end for Regional Plans and targets. The impending Localism Bill was cited as a material consideration in determining planning applications until the new legislation had been introduced as part of the 'Localism' approach to planning.

In November 2010 the High Court overturned the Secretary of State's revocation of the regional planning framework, as it went beyond his legal powers under the 2004 Planning & Compulsory Purchase Act. The Government's subsequent advice to local government is that the mere intention to abolish Regionalism under the Localism Bill, is nevertheless a material consideration in determining planning applications.

However, the High Court has also 'stayed' this guidance (i.e. temporarily blocked it, pending a full hearing into the legality, in January 2011). While the Government is now challenging these High Court rulings, the effect is to reinstate the policies of the adopted East of England Plan which provides strategic guidance on aviation (e.g. any expansion making provision for sustainable surface access and environmental safeguards) while deferring to national aviation policy.

The Regional Strategy therefore continues to form part of the Development Plan for the joint planning area (which includes the Airport) and local policies must be in general conformity with the plan. In 2011 the Localism Act was given Royal Assent. This provides enabling powers to the Secretary of State to abolish regional plans, but this is yet to happen by separate orders. The regional plan remains part of the development plan until revoked.

10.3. Local Planning Policy

The Joint Committee discussed the emerging Core Strategy on 24th June 2011 and voted to withdraw it. Luton Borough Council Members of the Joint Committee did not support the core strategy document. However, Central Bedfordshire Council wishes to separately continue to adopt the Core Strategy, as interim guidance for development management purposes until a local plan can be prepared. Consequently work commenced on a Local Plan for Luton in the form to be determined by the National Planning Policy Framework (NPPF), when that is finally agreed. However, in the interim, under the old system, the Borough Council's adopted Luton Local Plan





(March 2006) remains part of the statutory development plan until replaced when the new local plan is prepared.

The Local Plan (March 2006) must be taken together with sub regional and regional policy. Furthermore, the LLA Development Brief (February 2000) sets out detailed proposals for further development at LLA and is adopted by Luton Borough Council as Supplementary Planning Guidance (in September 2001).

Following consultation the NPPF was published in March 2012 and resulted in Local Plans being the all encompassing document, which no longer supported Planning Policy Guidance, as with the current form of local plans. It also supported the aspiration under Localism, which requires local authorities to adopt an approach of a duty to cooperate on cross boundary schemes and policies.

The publication of the Localism Act on 15th November 2011, signalled an overhaul of the planning system with more emphasis on a national policy framework and local neighbourhood plans.

10.4. Luton and Dunstable Local Transport Plan 2001-2006 (LTP1)

The Local Transport Plan (LTP1) was first submitted to central Government in July 2000. It contained two major transport schemes proposed to serve the south east of Luton, including the Airport: the Luton Dunstable Busway (LDB) and road and junction improvements in the East Luton corridor. The latter received Government approval following a Public Inquiry in 2005 and construction began in July 2006, funded through the Communities Infrastructure Fund and the second round of the Growth Areas Fund.

The LDB received provisional funding though the LTP capital programme in December 2003 and a Public Inquiry reported favourably upon the scheme in late 2006. A final business case was submitted in December 2009 and construction began in 2010. Completion is expected in Spring 2013.

10.5. Luton-Dunstable-Houghton Regis Local Transport Plan 2006-2011 (LTP2)

The second Luton-Dunstable-Houghton Regis Local Transport Plan was submitted to central Government in March 2006. It includes a long-term strategy, for the period up to 2020. One of the objectives of this strategy is to achieve planned growth at the Airport. Over the period up to 2011 the Plan is structured around a series of 'Shared Priorities', which have been agreed between Central and Local Government: accessibility, air quality, congestion and safety. Of these, accessibility is the most relevant to surface transport serving the Airport and under this heading the LTP proposes improvements at Luton Airport Parkway station (for example, providing a new entrance from Kimpton Road) a development that is consistent with the routeing of the LDB along Kimpton Road. The LTP sets out a range of other measures to give better access to the Airport, particularly for employees. In other respects the new LTP updates the first LTP, retaining many of the schemes in it (including the LDB and East Luton Corridor schemes).

10.6. Local Transport Plan for Luton 2011-2026 (LTP3)

The Council has submitted the third Local Transport Plan (LTP3) for Luton to Government. This sets out how we will deal with transport matters in and around the town. Whereas the first and second LTPs covered Luton, Dunstable and Houghton Regis, the third plan only covers Luton. The LTP3 comprises two main parts.

The first sets out the long-term Transport Strategy covering the period up to 2026; consistent with the emerging Local Development Framework and the Sustainable Communities Strategy. The Council consulted a wide range of partners and stakeholders, including London Luton Airport Operations Limited, in developing this part of the Plan.



LONDON LUTON

Based on recent trends in both passenger throughput and airport employees at Luton, and taking account of recent changes in government policy relating to other London airports, the LTP3 strategy sets out anticipated passenger numbers of between 15.5 and 18 mppa by 2026, together with an additional 3000 employees over the same period.

The Interim *Airport Surface Access Strategy (ASAS)* was published by the Airport in 2009 and is due to be reviewed in 2012. It is the Airport operator's intention to include longer term targets to encourage sustainable travel to the Airport and this review will cover the period to 2016. The Council will work with the Airport operator to achieve this.

The second part is the LTP3 Implementation Plan which sets out local transport schemes and initiatives we propose to introduce over the next 4 years. Key elements of the Implementation Plan of relevance to the airport include:

- a focus on smarter choices and travel by more sustainable modes (walking, cycling, public transport) supported by employee travel plan initiatives (e.g. car share database)
- implementation of a new northern entrance to Luton Airport Parkway Station
- improvement of M1 Junction 10a
- extension of Airport Way to serve planned employment sites east of the Airport

Community and Stakeholder consultation on the whole of the Plan and accompanying Strategic Environmental Assessment (SEA) commenced on 24th December 2010 and ended on Monday 14 February. The finalised LTP3 was presented to the Council's Executive and finally adopted in March 2011.





10.7. Developments in and around London Luton Airport

Background

Policy 48 of the Structure Plan 2011 required the long-term growth strategy for the Airport to be subject to a Development Brief. The Development Brief was produced by LLAOL for consultation in February 2000 and subsequently approved as Supplementary Planning Guidance by LBC in September 2001.

The adopted Development Brief is the current framework for planning applications, although the Surface Access Strategy has since been reviewed and a further review was undertaken and the Interim Airport Surface Access Strategy 2009-2011 was published in August 2009. This document is also subject to review in 2012.

Eventually the new planning system and the provisions of the Aviation White Paper will supersede current policy. Until that time the existing policies have been saved through the process described above.

Under the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2 Part 18 Class A, LLAOL is able to undertake works within the designated "operational area" of LLA, without the need for formal planning consent. Under this legislation, permitted development includes:

"The carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services or facilities at a relevant airport"

An operational building is defined as:

"A building, other than an hotel, required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport or passengers, livestock or goods at a relevant airport."

Development is not permitted if it involves:

- The construction or extension of a runway;
- The construction of a passenger terminal the floor space of which would exceed 500 square metres;
- The extension or alteration of a passenger terminal, where the floor space of the building as existing at 5th December 1988 or, if built after that date, would be exceeded by more than 15%;
- The erection of a building other than an operational building
- The alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.

Planning Applications

There were no notable physical developments undertaken or commenced by LLAOL within the Airport boundary during 2011.

Other developments on or adjacent to the site, but carried out by third parties include:-

- Construction of car valeting and refuelling facility Hangar 22, Percival Way
- Construction of sprinkler tanks, substation and advertisements Hangar 125, Percival Way
- Siting of a pre-fabricated modular security building to allow airside access Monarch, Hangar 9, Percival Way
- Construction of new access ramp and entrance to relocated reception area Monarch Aircraft Engineering, 60 Percival Way





Hotel developments

The Good Practice Guide on Planning for Tourism, which replaced PPG21 (Tourism) in 2006, states: "Tourism is of crucial importance to this Country. It generates significant revenues, provides millions of jobs, supports communities and helps maintain and improve important national assets".

The area around the Airport proves to be attractive to hotel developers and operators. The following sites have valid planning permissions for such development –

Site address	Application approved	Number of bedrooms
Express by Holiday Inn	Implemented	147
Hotel Ibis	Implemented	162
Premier Inn (The Brache)	Implemented	131
Napier Park	19.10.2006	200
42-50 Kimpton Road	Under construction	188
Vauxhall Trailer Park	Subject to a S106 legal	250
	agreement. Not yet issued	
Blush House, Airport Way	Under construction	124
Airport Way/ELC	Approved 16.02.2011	171
	Total rooms	1373

It is envisaged that the demand for hotel accommodation in Luton over the next 5-10 years will grow substantially, particularly attracted during the period of the Olympics.

Planning Appeals

An appeal for an off airport car park at Vauxhall Trailer Park was lodged with the Planning Inspectorate in 2010; this appeal was dismissed on 14 February 2011. The appellant has a period of 12 months in which to cease the use of the site for off airport car parking, following a variation of the enforcement notice by the Inspector.

An Enforcement Notice was served in respect of an off airport car park operator for a site in Park Street, Luton. The site was a former garage site, which had been cleared and vacant for a few years. The site is close to residential properties and the occupants were experiencing noise and disturbance at unreasonable hours. The use also raised highway safety issues as well as compliance with Policy LLA2. An appeal against the notice was lodged with the Planning Inspectorate in December 2011 and the decision expected in early 2012.





11. Glossary and Definitions

A-weighting	A frequency response used in sound measurement devices to take account of the way the sensitivity of the human ear varies with frequency.
Aircraft Movement	A landing or take-off of any aircraft from the Airport.
Cargo Aircraft	Aircraft movements which are solely for freight. It should be noted that freight can also be carried in the hold of passenger aircraft.
Complaint	A complaint is the reporting of disturbance caused by actual aircraft operations affecting the reporter of the complaint to the Airfield Environment Office, hereafter called the 'complainant'. It reflects discontent and is triggered by or attributed to either a specific aircraft event outstanding in its impact or, by general patterns such as frequency, volume, aircraft fleet mix, runway split, operating hours, etc. One complaint may contain a number of incidences of disturbance referred to as 'events'. All other comments received are logged and reported separately if they do not meet the above criteria.
Decibel (dB)	The logarithmic ratio of a sound pressure compared to a reference sound pressure in decibels, dB. For audible sound A-weighted decibels are commonly used, dB(A).
dB(A)	The unit of sound pressure level, weighted according to the A scale, which takes into account the increased sensitivity of the human ear at some frequencies.
General Aviation	Private Aircraft, Helicopters and Business Jets
ICAO	International Civil Aviation Organisation.
INM	Integrated Noise Model. A method of noise contour modelling which uses a wide range of different aircraft types and can be adjusted according to operating procedures.
LAeq,T	The notional A-weighted equivalent continuous sound level which, if it occurred over the same time period, would give the same noise level as the continuously varying sound level. The T denotes the time period over which the average is taken, for example LAeq,16h is the equivalent continuous noise level over a 16 hour period.
Military	Flights by British or foreign military aircraft exclusively for military purposes.
Noise Certificated	An aircraft conforming to the requirements of ICAO Annex 16 which lays down specific levels of noise not to be exceeded at specific points on an aircraft's departure. An aircraft must be noise certificated in order to operate at United Kingdom Airports after 1 January 1988 unless exempted by the Civil Aviation Authority.





Noise Preferential Route (NPR)	Noise Preferential Routes are established to ensure that departing aircraft avoid overflying densely populated areas in the vicinity of an Airport, as far as practicable. NPRs are valid until the aircraft has reached an altitude (above mean sea level) of 3,000ft during the daytime or 4,000ft at night, depending on the flight route. Once an aircraft has achieved this altitude Air Traffic Control may tactically vector the aircraft, taking into account any other airspace constraints, in order to integrate it into the overall flow of national traffic.
Official	Flights solely for official purposes by British or foreign civil government departments.
Positioning Flights	Flights by air transport operators for the sole purpose of moving their own aircraft, personnel or stores from one place to another and air transport flights forced to return to base by bad weather, engine failure or other causes.
Runway Usage	For operational and safety reasons, aircraft generally take-off and land into the wind. When winds come from the west (westerly operations), aircraft will take-off and land towards the west and when winds come from the east (easterly operations) aircraft will depart and land towards the east.
Test & Training	Flights for the purpose of testing aircraft/Airports or for training flying crew or ground personnel. Also included in this category are demonstration flights by makers or sellers of aircraft and aviation equipment. N.B. Flying Club instructional flights are excluded from this category.

12. Useful Links

London Luton Airport	www.london-luton.co.uk
Luton Borough Council	www.luton.gov.uk
The Civil Aviation Authority	www.caa.co.uk
NATS (National Air Traffic Services)	www.nats.co.uk
The Department for Transport (Aviation)	www.dft.gov.uk/aviation
Hertfordshire & Bedfordshire Air Quality Monitoring Network	www.hertsbedsair.org.uk
London Luton Airport Consultative Committee	www.llacc.com





Appendix A – Night Noise Policy





NIGHT NOISE POLICY (ISSUE 8)

Department:

Airfield Operations

Authority: Airport Operations Director

Distribution: Aircraft Operators UK Aeronautical Information Publication (UK AIP) Luton Based Handling Agents, Airport Operations, London Luton Airport, Consultative Committee, London Luton Airport Noise and Track Sub-Committee Upon Request Effective Date: 1st April 2010 to 31st March 2015

Review Status: Amended 1st February 2010

Issue	Date	Description
	28th March 2002	First Issue
2	5th April 2002	Insertion on policy for departing aircraft below 34,000 kg
3	26th April 2002	Amendments following Night Jet Working Group Consultation
4	13th May 2003	Authority title changed to Airport Services Director
5	1st October 2003	Amendment to Aerodrome Flying Training Restrictions at night
6	4th September 2006	Amendments incorporating review of Night Noise Working Group
7	21st February 2007	Amendments incorporating review of Night Noise Working Group
7	1st December 2008	Policy extended to March 31st March 2010 without amendment
	1st February 2010	New policy incorporating NTSC review and Noise Action Plan objectives

1. Purpose

- 1.1 London Luton Airport Operations Limited (LLAOL), operator of London Luton Airport, is licensed by the Civil Aviation Authority (CAA) for 24-hour operations under its Public Use Aerodrome License issued in accordance with the Air Navigation Order (1995).
- 1.2 LLAOL's commitment is to voluntarily minimise the effect of night noise on the surrounding community, whilst balancing the economic and social benefits of its night operations with the consequential noise impact. The Night Noise Policy seeks to set out those controls and procedures implemented to minimise night noise impact, as well as detailing monitoring

activities and how this information will be shared and communicated.

 For the purpose of the Night Noise Policy night is defined as:

2300 - 0559 Local Time (Monday to Saturday)

2300 - 0659 Local Time (Sunday)

Additional controls are in place for an 8 hour night noise contour period (2300 – 0700) and flying training restrictions apply between 2000 and 0800.

2. Background

2.1 LLAOL originally published its Night Jet Policy with the specific aim of accelerating the removal of Chapter 2 aircraft from its night operations. This objective was successfully achieved and that policy expired to coincide with the implementation of national regulations regarding Chapter 2 aircraft from the Tst April 2002. Since 2002, LLAOL has published further versions of the Night Noise Policy.

- 2.2 This Night Noise Policy (Issue 8) seeks to build on this approach, taking into consideration the views of community and aviation stakeholders, as well as forming an important component of the London Luton Airport Draft Noise Action Plan.
- 2.3 With regards to night noise, LLAOL operates within Condition 11 associated with the planning consent granted in 1998. This





requires the airport to operate in such a manner that the night noise contours do not exceed the impact, which occurred in 1984 in terms of land area affected. In particular, the area within the 48 dB(A), LAeq,8h contour for an average summer's night shall not exceed 85 km2. If results show that the 1999 predicted values have been exceeded, an action plan will be implemented to avoid the possibility of exceeding the 1984 values.

- 2.4 LLAOL will continue to comply with the planning conditions and, in particular in the context of this Policy, Condition 11.
- 2.5 In September 2009, LLAOL published its first Draft Noise Action Plan (2010-2015) for public consultation, which was prepared in response to the Environmental Noise Directive (2002/49/EC). transposed into UK law under the Environmental Noise (England) Regulations 2006 (as amended). The final Draft Noise Action Plan was submitted to the Department for Environment, Food and Rural Affairs (DEFRA) and the Department for Transport in late January 2010. Subject to formal adoption by DEFRA, London Luton Airport will publish the final Noise Action Plan shortly thereafter. Once published, the Noise Action Plan will set out London Luton Airport's noise management strategy. This Night Noise Policy forms part of the Noise Action Plan and will be appended to it.

3. Monitoring

3.1 LLAOL has developed a programme of noise monitoring to understand further the impact of its operations on the local community and is committed to report the results to the London Luton Airport Consultative Committee (LLACC) and/or its Noise and Track Sub Committee (NTSC), as well as to other interested parties, in an agreed and recognised format.

- 3.2 LLAOL will continue to maintain a noise and track-keeping system to monitor aircraft operations.
- 3.3 LLAOL will continue to monitor the noise of departing aircraft at fixed monitors at each end of the airport runway and report the results quarterly to the LLACC and/or NTSC.
- 3.4 LLAOL will continue to monitor the number of aircraft movements at night and report them quarterly to the LLACC and/or NTSC, and on an annual basis in the Annual Monitoring Report, produced in collaboration with Luton Borough Council.
- 3.5 LLAOL will continue to monitor and respond to any complaints made to the airport about its night operations and report details of these complaints, quarterly, to the LLACC and/or NTSC.
- 3.6 LLAOL will prepare LAeq,8h noise exposure contours for an average night in each quarter (Jan-Mar; Apr-Jun; Jul-Sep; and Oct-Dec) for the night contour period (2300-0700). These contours will commence at 48 dB(A) and show increasing values in 3 dB(A) steps, and will be reported to the LLACC and/or NTSC.
- 3.7 LLADL will continue to produce annually noise contours for the average summer's night (mid-June to mid-September) based on actual movements and similar contours predicted for the forthcoming summer in accordance with Condition 11 attached to the 1998 planning consent.
- 3.8 LLAOL will monitor and report night time Continuous Descent Approach

(CDA) performance guarterly to the NTSC and work with operators and National Air Traffic Services (NATS), through the Flight Operations Committee (FLOPC), to improve compliance rates. LLAOL will agree a night time CDA target with NATS and monitor progress with the support of FLOPC and report to NTSC.

3.9 ELAOL will provide its aircraft operators and pilots with noise and track keeping data at the quarterly FLOPC meetings in order to monitor trend data, with a view to improving track-keeping performance, particularly at night.

Control Measures & Procedures

4.1 LLAOL will develop and implement policies, procedures and control measures to minimise the effects of aircraft noise and encourage improvements from airline and other operators.

Night Operating Charges

4.2 LLAOL will continue to encourage daytime operations through levying higher night operating charges. These will be published in the London Luton Airport Charges and Conditions of Use document (available at http://www.londonluton.co.uk/en/content/8/160/ operations.html).





NIGHT NOISE POLICY (ISSUE 8)

Noise Violation Limits

4.3 LLAOL will continue to apply surcharges on the Landing and Navigation Service Charge in respect of any landing immediately prior to a take-off. From 1st April 2010, the night noise violation limits will be lowered. The following surcharges will be levied if maximum noise levels are recorded at any of the monitors during the night period:

> 2300 - 0559 Monday to Saturday & 2300 - 0659 on Sunday;

 >82 - 85 d8(A)
 - 300% surcharge

 >85 - 88 d8(A)
 - 500% surcharge

 >88 d8(A)
 - 600% surcharge

Operational Controls - Chapter Z Aircraft

- 4.4 LLAGL will comply with the Aeroplane Noise Regulations 1999, which state that 'with effect from 1st April 2002, all subsonic jet aircraft with a maximum take off weight of more than 34,000 kg and a capacity of more than 19 seats operating to airports in the EEA must comply with Chapter 3 noise standards regardless of the age of the aircraft'. Aircraft hushkitted or modified to Chapter 3 standards comply with these requirements.
- 4.5 There are special agreed EC Provisions, which LLAOL will have to comply with and these provide exemptions to certain aircraft registered in developing nations and meeting specified criteria. The UK is also obliged by the EC Directive to recognise exemptions granted by other states in respect of Chapter 2 aircraft registered in those states Details of exempted aircraft are available from the CAA's Economic Regulation Group, CAA House, 45-59 Kingsway, London, United Kingdom

- 4.6 Additionally the CAA would normally be prepared to grant exemptions in respect of Chapter 2 aircraft visiting the UK solely for the purposes of maintenance provided that the aircraft operates empty on both inbound and outbound sectors. Chapter 2 aircraft under such exemptions may be permitted to operate into Luton.
- 4.7 In addition, LLAOL extended the restriction described above to aircraft with a maximum take-off weight of more than 11,600 kg between the hours of 2300 to 0559 Monday to Saturday and from 2300 to 0659 on Sunday for departure movements only, Arrival movements remain unrestricted 24-hours per day,
- 4.8 LLAOL will work with operators to encourage the voluntary phase out of the noisiest aircraft.
- 4.9 Exemptions to the restrictions set out in Paragraphs 4.4 and 4.7 above are:
- delayed departures of any aircraft exempted by the CAA from the requirements of the Aeroplane Noise Regulations;
- departures permitted in emergency situations;

- relief flights where urgent need exists;
- military and support aircraft for military operational reasons;
- delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers and/or animals;
- off schedule movements from major disruption of air traffic; and
- VIP flights, which include flights by members of the Royal Family, UK Government Ministers and Service Chiefs of Staff, and members of foreign Royal Families, Heads of State and senior ministers, but excludes show business and sports personalities.





4.10 Details of any such exemptions will be reported quarterly to the LLACC, although for security reasons LLAOL may be unable to supply full details.

Operational Controls - Flying Training'

- 4.11 Flying Training will not be permitted between the hours of 2000 and 0800. This means no jet aircraft training or air testing can be undertaken between these hours. All aircraft movements to and from London Luton Airport between these hours will be expected to be associated with an arrival and/or a departure. NPR exempt aircraft will not be subject to this restriction.
- 4.12 In exceptional circumstances Operators can apply to LLAOL for permission to carry out Flying Training or Air Tests. The conditions under which LLAOL may grant exceptional permission for Flying Training or Air Tests are;
- Delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers and/or animals where an Air Test is required to enable a planned flight to operate a service.
- Unplanned technical repair of an aircraft scheduled to operate a passenger of cargo revenue service.
- VIP flights, which include flights by members of the Royal Family, UK Government Ministers and Service Chiefs of Staff, and members of foreign Royal Families, Heads of Stafe and senior ministers, but exclude show business and sports personalities.

Operational Controls - Noise Scheduling Ban +

4.13 Effective 1st April 2010, LLAOL will extend its scheduling ban to include OC4/OCB/QC16 type aircraft, with no aircraft scheduled to arrive or depart between the hours of 2300 to 0559 Monday to Saturday and 2300 to 0659 on a Sunday, with the exception of those exemptions listed in Paragraph 4.9 above.

Operational Controls -Engine Ground Running

- 4.14 The use of the term 'engine run' is a generic term that applies to any combination of the following:
- Aircraft Engine Ground Run any engines start up not followed immediately by the departure of the aircraft concerned (including engine dry running and cross bleed starts).
- Auxiliary Power Unit (APU) Run any APU start up that is not immediately connected with the pre-flight or post flights sequence for an aircraft.
- Ground Power Unit (GPU) Run any GPU start up that is not immediately concerned with the pre-flight sequence for an aircraft departure or post flights sequence, this includes GPU maintenance runs of greater than two hours.
- 4.15 Engine ground running and the testing of engines will not normally be permitted during the night period as shown below, unless the aircraft concerned is required for a London Luton Airport service departing during the first wave of flights of the day. Positioning flights are not included within this category.

- Weekdays between 2300-0559 hours local
- Saturdays, Sundays and local Public Holidays - between 2300-0659 local
- 4.16 Applications for engine runs are required to be submitted to the airport through the Airport Operations Centre with a minimum of 1 (one) hours prior notice being given before the planned commencement of the engine run. Applications submitted with less than 1 hours notice will only be considered if the engine run is safety critical.
- 4.17 Approved ground running operations will be monitored by ATC and LLAOL. If the parameters contained within the Approval detail are not adhered to, the operation will be terminated by LLAOL through ATC.

5. Communication

5.1 LLAOL will circulate this Policy to the distribution list set out above, publish on its website and amend the London Luton Airport Charges and Conditions of Use document accordingly.

6. Notes

- 6.1 Any changes in legislation or regulation by the Government or other national authority shall take precedence over the clauses within this Policy. LLAOL will amend this Policy in light of new legislation and regulations.
- 6.2 This Policy shall apply from 1st April 2010 to 3 1st March 2015, with an interim review in October 2012.

¹ The definition of flying training also includes air testing where aircraft under maintenance are technically required to conduct an actual flight, which may involve circuits at approved altitudes.



This document can be made available in a range of languages, large print, Braille, on tape, electronic and accessible formats from Kevin Owen. Tel: 01582 547087

Informacje te moga być dostępne w innym formacie. Jeżeli wymagana jest kopia napisana większym drukiem, na kasecie lub w języku innym niż angielski prosimy o kontakt telefoniczny pod numerem: 01582 547087

ਜੋਸਰ ਰੁਸੀਂ ਲੁਝਾਓ ਪਿਡੇ ਹੋਏ ਪ੍ਰੋਜੈਸਟ ਬਾਰੇ ਵਾਪਣੀ ਗਾਂਜ਼ ਹੋਣੀ ਜਾਂ ਹੋਰ ਜਾਣਵਾਈ ਪ੍ਰਾਪਤ ਕਰਨੀ ਪਾਹੁੰਦੇ ਹੋ ਤਾਂ ਮਿਹਰਜਾਨੀ ਕਰਦੇ ਪੈਸ ਲੜ੍ਹ ਨੂੰ 01582 547 087 ਤੇ ਸੰਪਰਸ ਕੱਗ ਅਸੀਂ ਤੁਹਾਡੇ ਵਿਚਾਰਾਂ ਦੀ ਬਦਰ ਕਰਦੇ ਹਾਂ।

প্রশ্ভাবিত প্রোজেক্ট সম্পর্কে যদি আপনার মড়ামত জানাতে চান অথবা কেবলমায় বিশ্তাবিত বরবাধবয় জানতে চান, তাহলে মেহেরবানি কবে আবযুল গালামের মাথে ০৫৪৫ চন? ০৪? - এই টেলিফোন নরতে যোগাযোগ করন। আমরা আপনার মতামতের মূল্য বেই।

اً اُراً میدان هُذا مَسَوَى فَا يُعَلَّصُ السَّدَةِ حَسَّسَ لَهَا مَعَالَهُ عَلَيْهُ مَا يَعَالَيَ فِي وَصَمَّص مَعْدَمَتْ مَاصَ كُرْحَظٍ بِحَدَّيْنَ مَدْعِلَى مُوالِقُ مُوالَقُ مَدَّلَةً مُ 1987 مِ مَعَالَةً مُ حَصَّرَتْ حَلَّى مَا مَهِ فَكَرَا بَدَقُوهُ وَاُسْتَرْبِي.

યો અટલે પ્રસ્તુત વોજન ગામત તથારો અભિડાય વ્યવસ્થ હેય, અથવા તે વિષે આપને શત પણ થાંડીતીની વાગ હોય, તો શૂચ કરી ચીત કરેવીવાનો સંપર્ક સાધે; તેમનો સીંગ્રેલ નંગર છે: 01582 547 087

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